Navy News

DECEMBER 1985 10p

£100 a year for standby men

BOUNTIFUL BONUS FOR EX-SAILORS

EX-RN RATINGS now in the Royal Fleet Reserve are to receive bounties of up to £100 when they report "all present and correct" at a mobile reporting unit which will tour the country. The new system of annual checks offers a big financial boost over the present arrangement, which involves only a limited postal questionnaire.

The Government announcement of the new procedures to improve the readiness of the Royal Fleet Reserve explained that from April 1 RN(RFR) ratings will be required to report annually to the centre within 50 miles of their home.

Numbers involved are about 4,000, mostly ratings who have carried out service of more than 18 months, but less than 12 years, and who have a reserve liability for service on mobilisation. This liability normally lasts up to three years.

It is emphasised that the scheme does not apply to the Royal Naval Reserve or to RN pensioners, and that the RFR(RM) arrangements remain unchanged.

Aim of the scheme, which has received Admiralty Board approval, is to collect up-to-date information which will enable the Navy to make better use of the skills and experience available within the RFR should the need arise.

The opportunity will also be taken to check that the ratings' personal details and documentation are up to date and correct; to determine their current state of health and welfare; and to ensure that their kit is complete and serviceable.

RFR ratings will be summoned individually by letter once a year and a date and time

Turn to back page

Kerry Christmas for HMS Sussex



SUSSEX RNR Division were treated to lovely Christmas presence when a very shapely Santa paid a call.

Blonde Kerry Maskell donned red robes of office to bring to members of HMS Sussex, Yuletide cheer which will continue far beyond this season of goodwill.

For so enthralled were the ship's company with Kerry's visit that they have adopted her as Miss HMS Sussex. Twenty-year-old Kerry, who works at Midhurst, West Sussex, is pictured with her new fans, including the executive officer of the Brighton establishment, Cdr. Neville Dutton RNR.

She is now looking forward to gracing many of the Division's functions in 1986.

Picture: George Huxter.

Far and away it's a working holiday

MOST PEOPLE in the Royal Navy will have the opportunity of spending Christmas at or near home but, as usual, some find that duty takes them far and wide at the festive season.

For men afloat in the South Atlantic there will be a Christmas "present" of a free three-minute telephone call to families at home in the UK, courtesy of the Fleet Amenities Fund.

Endurance

Among the naval presence down south will be the "resident" craft and a range of vessels on South Atlantic deployment, including RFAs and the frigates Scylla and Achilles. HMS Endurance is expected to be in the South Georgia area.

There will also be ships away from home both East and West — including HM ships Newcastle and Jupiter (engaged on Indian Ocean patrol), and HMS Apollo (West Indies guardship).

Survey ships away will include HMS Hecla, which hopes to be in Rio, and HMS Hydra in Mombasa.

Some submariners will also be on duty, including Polaris men.



Ark's Royal charm

CHARM and informality during the commissioning at Portsmouth of HMS Ark Royal ... Queen Elizabeth the Queen Mother and the Hon. Mrs. Jean Weatherall, wife of the commanding officer, were presented with bouquets by Tamsin (right), daughter of RPO Ellis Walker, and Alison, daughter of LCK Philip Gibbins. With them is Capt. James Weatherall. (See Page 23).

Picture: PO(Phot) Ken Rixon

SEASON'S GREETINGS TO YOU ALL FROM NAVY NEWS

Smackers for charity

SOME sailors will do anything for charity — including kiss a pretty girl! Our picture shows SEA(S) Stephen Caines of HMS Arrow in the arms of model Judith Evans, who went on board the ship at Sunderland to sell kisses for a good cause.

Judith and a friend cleared lower deck during the Arrow's visit to her affiliated city of Sunderland.

During the visit, £450 was donated to each of the Type 21 frigate's charities, and a party was given on board for children suffering from spina bifida. Sailors took "porta-parties" to the Sunderland Mencap headquarters and to the children's ward in the Sunderland General Hospital.

Picture: Newcastle Chronicle and Journal



HERON DUO BREAK OUT FOR CASH

WARDROOM stewards Dick Hoare and Les Hutchings of RN air station Yeovilton have really got themselves involved in raising money for sufferers of multiple sclerosis.

Their latest efforts have included a canoe marathon which brought in £1,835, and a sponsored "jailbreak" which made £300.

Joining them on their canoe venture were Mrs. Judy Northard, wife of the Captain of HMS Heron, Capt. Bob Northard; Mrs. Mary Hunter-Inglis, wife of Lieut.-Cdr. Bruce Hunter-Inglis, a former deputy supply officer of the establishment; and LWren Jane Willens.

Supported on the ground by PO Harry Worth and Mr. Robert Northard, the five intrepid canoists had just three hours' instruction before setting out on their 100-mile, three-day paddle from Sherborne to Taunton.

They negotiated the River Yeo as far as Bridgwater, but were nearly swamped by bad weather and transferred to the Bridgwater - Taunton canal to complete their journey.

Since then Dick and Les have raised another £300 by "breaking out" of Somerset. They clocked out of Somerton police station at 9am with no money in their pockets, and reached Hamilton police station, eight miles from Glasgow, in their time limit of ten hours. They are planning a long walk for next summer.

□ □ □

Royal Navy and QARNNS ratings from **RNH Gibraltar,** assisted by members of the Albuhera Band, the 1st Battalion The Queen's Regiment, and 1 Specialist Troop Royal Engineers, collected £897 by pushing beds through the streets of Gibraltar.

The money was split between St Martin's Special School on Gibraltar and the Cheshire Home in Cheltenham.

□ □ □

Three lieutenants from **HMS Raleigh** raised £370 by running in the Stoke half marathon in Plymouth. Simon Heggarty made £50 for Scott Hospital, while Peter Murphy and Gareth Hughes raised £320 between them for the Raleigh Falklands war memorial.

This memorial is to be a pictorial and symbolic tapestry to be hung in the Roman Catholic church in Raleigh.

□ □ □

A cheque for £300 has been School for the Handicapped in Andover, Hants, by Cdr. John McAnally, commanding officer of **HMS Alacrity.**

The money was raised by his ship's company during their recent four-month deployment to Canada, America and the West Indies. Events included a

HELPING HAND

charity triathlon completed in gruelling heat at St Thomas, US Virgin Islands. One of the participants, CPO Dave Flynn, accompanied Cdr. McAnally to the school, with which the ship has been linked for a number of years.

□ □ □

Forty-two runners led by WOPT Bill Rosewell of the Portsmouth Command Sports Office also chose a half marathon to make money for charity. They ran in the Paris 20km. international race through the streets of the city, starting and finishing under the Eiffel Tower. There were 28,500 entrants.

Their efforts raised more than £650 for KGFS, and the fastest Navy runner home was MNE Jeff Price (RM Eastney) in a time of 67min. 12sec. Many of the RN competitors were accompanied by families and friends, making it a memorable social weekend.

□ □ □

POMEM(M) Mark Wrather of **HMS Endurance** was generously sponsored by members of the ship's company when he joined 21 other members of the Dorset Sub-Aqua Club for an 8½-mile "fin swim" around the Isle of Portland.

Mark's sponsors stumped up £250 — the biggest individual total — out of £1,150 raised by the swimmers. The money has been handed over to the Dorset Friends of ARMS towards a hyperbaric oxygen therapy unit for multiple sclerosis sufferers.

□ □ □

An Ugly Bug Ball in **HMS Dryad** raised £400 for the special care baby unit at St Mary's Hospital, Portsmouth. Wrens in Dryad hold an annual summer fancy dress dance for charity.

Wrens from the establishment visited the unit to hand over their cheque.



HMS ARROW pirates entertain children suffering from spina bifida to a party on board the ship at Sunderland, the frigate's affiliated city.



Paddling firemen

A GRUELLING 35-mile canoe trip from Malden Newton to Poole Harbour was the endurance test chosen by these firemen from Portland to raise £300 for the Dorchester Children's Unit.
Clockwise, the aircraft handlers from HMS Osprey are Lieut. Paul Haywood, LA Snowie Snow, NA John Lynch, NA Neil Seymour, LA Craig Womble (in the canoe), LA Bungie Williams, NA Andy Shaw, NA Fred Farrand, LA Dave Flint and PO(A) Mike Rose.

Daedalus mercy flight team praised

THREE MEN involved in a helicopter Search and Rescue mission from HMS Daedalus in January have received Flag Officer Naval Air Command commendations.

They are Lieut. Norman Lees (pilot), crewman CPOACMN Mick Rowsell and diver CPOACMN Graham Watson.

As their Wessex helicopter launched to assist a boy who had fallen over a cliff at Portland Bill, it suffered a fault in its auto-stabilising equipment, making it much more difficult to fly.

TURBULENT

Nevertheless, Lieut. Lees decided to press on because the light was failing. In difficult, turbulent conditions, pilot and crewman held the aircraft steady very close to the cliff while Watson climbed down 200ft. to give first aid before lifting the badly injured boy into the helicopter on a stretcher.

Despite their efforts, the boy died on the way to hospital.

● Lieut. Lees and CPOs Rowsell and Watson are featured in a Hamish Hamilton children's book reviewed in last month's Navy News. Entitled "The Helicopter Pilot," it is one of the Cherrystones series which describes people's working lives.

Wolverton dogs go on draft

AS REPORTED last month, HMS Wolverton, last of the five Coniston class patrol craft serving in the Far East, has said farewell to the Hong Kong Squadron.

Her dogs have now been "drafted" — Samantha (Sam) is working with the Clearance Diving Unit in HMS Tamar, while Scab now chases cats at Borneo Lines in the New Territories.

Earlier, it had been reported that Leading Dog Jan from HMS Monkton (now paid off) had been reckoned to be the last canine mascot attached to an RN ship, but the Wolverton's dogs, we now hear, claim the distinction.

Geraint bang on target

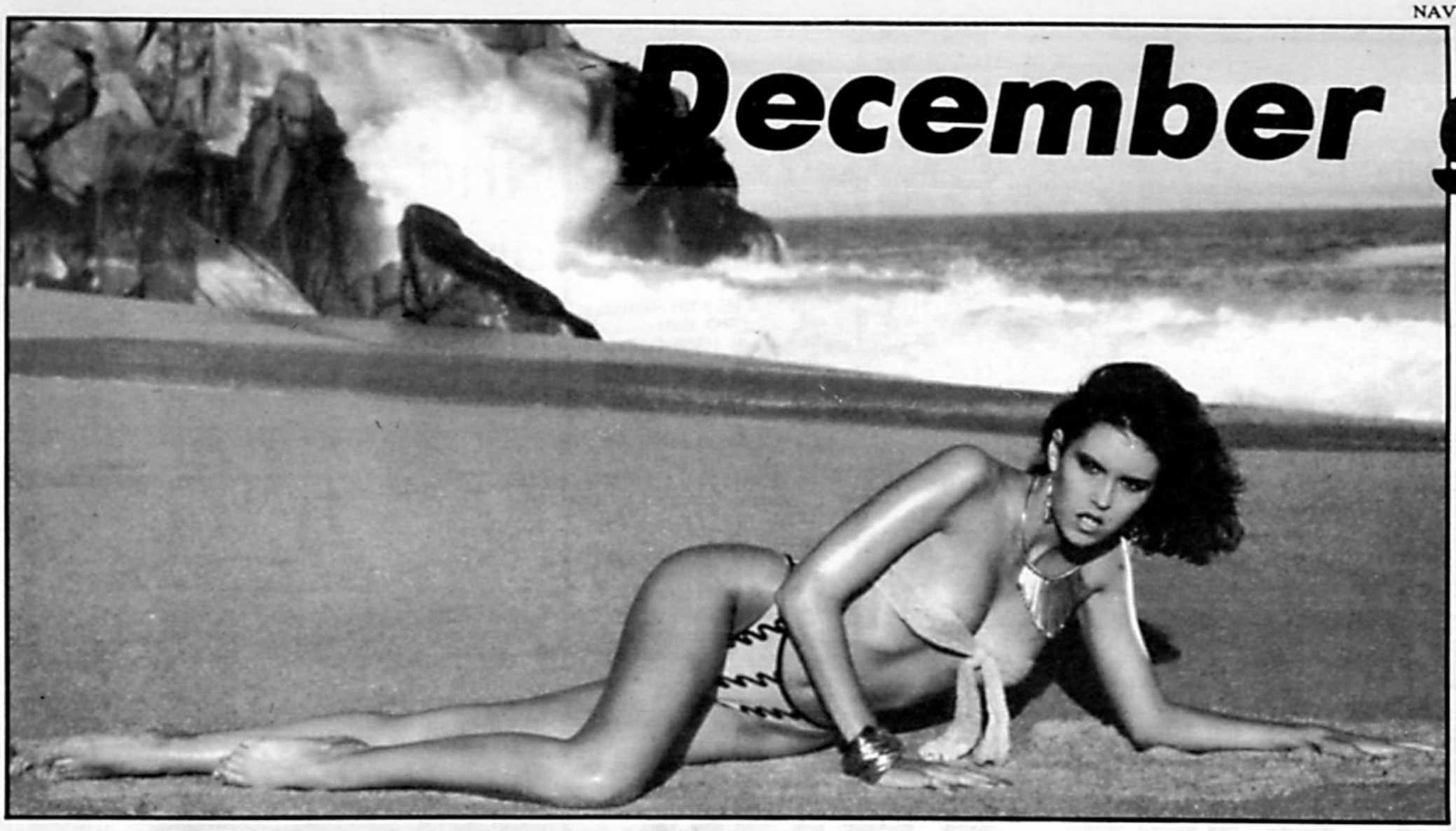
RFA Sir Geraint has become the first Fleet Auxiliary vessel to win the Mantel Cup for close range gunnery. The logistic landing ship competed against 23 other ships using 20mm Mark 7As and general purpose machine guns.

First Radio Officer John Brindle, the Sir Geraint's gunnery officer, received the trophy from Rear-Admiral Michael Livesay, Flag Officer Sea Training.

Wrong Jack

YOUNGEST member of HMS Amazon's ship's company pictured stirring the Christmas cake on Page 13 in our November issue was JMEM(M)1 Martin Daniel, not MEM(M)2 Jack Davies.

December girl



A BIT of hot stuff to warm December days — that's what Lamb's Navy Rum offer with their newly released calendar for 1986.

Their December girl, pictured here, lies basking on a beach in Mexico — the location which provides the calendar's exotic theme.

For the first time Lamb's commissioned a woman photographer, Suze Randall, to provide the pictures of three lovely models. Among them was Rhoda Swanson, whose dark beauty was chosen to grace the months of February, September, October and November — as well as December.

The calendar, entitled "Viva '86," is available from Lamb's Calendar Offer, PO Box 21, Bridge Road, Southall, Middlesex, UB2 4AB. Cost is £4.50 including postage and packing.

SPIRIT OF CHRISTMAS

EYES light up for top model Beoley Ashley as she steps on board HMS Liverpool to raise a few spirits.

Liver girl Beoley called on the destroyer during the ship's visit to her "home" city after Baltic deployment. Greeted here by Lieut. John Keegan and AB Philip Hair, Beoley arrived to add a touch of spice to the traditional stirring of the Liverpool's Christmas pudding mixture.

Lieut. Keegan commented: "This is a great boost for the lads and will keep their spirits up for a long time." (The pudding containts six pints of stout and the contents of two bottles of rum).

"I love Christmas pudding," said Beoley, "but I'd hate to cook one as big as theirs because I'm no good in the kitchen."



Royal visitor for Liverpool

AN INFORMAL visit to Sweden turned into a royal event for HMS Liverpool when King Carl Gustav stepped on board.

The Type 42 destroyer's five-day stop-over at Stockholm preceded her participation in a Baltic exercise with ships from other NATO navies — including the battleship USS Iowa.

HMS Liverpool entered the Swedish capital in full ceremony, with a guard paraded and 21-gun salutes being exchanged.

Highlight of the stay was a visit by the King of Sweden, who is a former commanding officer of a small ship and holds the honorary rank of admiral in the Royal Navy.

King Carl Gustav was greeted by a Royal Guard and the commanding officer of the Liverpool, Capt Michael Bracelin. The royal visitor remained on board for an hour and a half for a tour of the destroyer.

Hospitality

Swedish hospitality for the ship's company included city tours, civic lunches, and guided tours of the 17th-Century warship Wasa which was raised in the 1960s.

Volvo's major dealer in Stockholm entertained 30 officers and men to lunch and treated them to test drives, while a "dial-a-sailor" service was well subscribed and resulted in many sailors receiving generous hospitality from Swedes, and British expatriates.

However, the success of ship's teams taking part in sporting fixtures was mainly confined to the dartboard.

Some of the reciprocated hospitality took the form of a pirates' party on board for local children, highlight of which was a "walking the plank" episode with Sub-Lieut. Irvine Lindsay as the victim.

King Carl Gustav of Sweden, in his uniform as an honorary admiral of the Royal Navy, inspects the royal guard in HMS Liverpool when the ship visited Stockholm





Odin's a big noise again!

COMPLETE with Viking — alias CPO Ken Hurford — HMS Odin returns to Faslane in traditional style after completing a refit in Rosyth.

The Odin was named after the Teutonic god of war and her entries into ports around Britain have long been marked by her Viking mascot stationed prominently on the submarine's fin. HMS Odin rejoins the Third Submarine Squadron after sea trials and work-up.

PORPOISE SUNK

Hole in one for Stingray

IN THE FIRST firing of a complete, operational Stingray anti-submarine torpedo, the de-commissioned submarine Porpoise has been sunk in the Mediterranean.

The successful firing, marking culmination of the Stingray development programme, was carried out by an RAF Nimrod and demonstrated the complete operational sequence — dropping, running, acquiring the target, homing, detonation and proving the effectiveness of a live warhead.

At the time of the attack the Porpoise was submerged close to the surface. This represented a "worst case" situation, a submarine's hull having the greatest reserve of strength at shallow depth.

Although all individual aspects of the operating sequence have been tested satisfactorily in separate trials, this successful testing of the entire chain has proved the effectiveness of the operational weapon.

FULL ADVANTAGE

Stingray has been in operational use with the Royal Navy and the RAF since September 1983. The successful completion of the trials which culminated in the sinking of the Porpoise mean that the Royal Navy and RAF can now take full advantage of Stingray's operational capability.

HMS Porpoise, the Navy's oldest submarine at the time of her de-commissioning, entered service in 1958 as the first of a new generation of post-war boats. In the late 1970s she was strengthened for the role of manned target for anti-submarine weapons — minus warheads.

It's chips for the chaps in submarines



AS A RESULT of an initiative by submarine pussers, all operational submarines have been supplied with a BBC micro-computer and disc drive for recreational and leisure use.

A special deal was agreed between the Flag Officer Submarines and Acorn Ltd., and finance was gratefully received from the Nuffield Trust, Fleet Amenities Fund and Sailors' Fund.

HMS Olympus is pictured here receiving one of the BBC B+ Micros from Karen, an Acorn sales assistant, at a ceremony also attended by Mr David Marsden, the company's commercial division sales manager.

Pictured with Karen are (front) PO(UW) Tomo Thompson and MEM(L) Lou Carrol and (rear) WEM(O) Ken Barlow and CMEM Froggy French.

Since HMS Warspite — which received the first machine — was featured in the Daily Telegraph asking for a software submarine game to try, there is a rumour that the FOSM staff supply officer has been inundated by computer games with a nautical flavour from 16-year-old schoolboys and other computer whizz-kids.

If anyone else has some homegrown computer software they wish to try out, it should be sent to the Base Instructor Officer at Faslane, who is establishing a leisure and recreational computer club for the Submarine Flotilla.

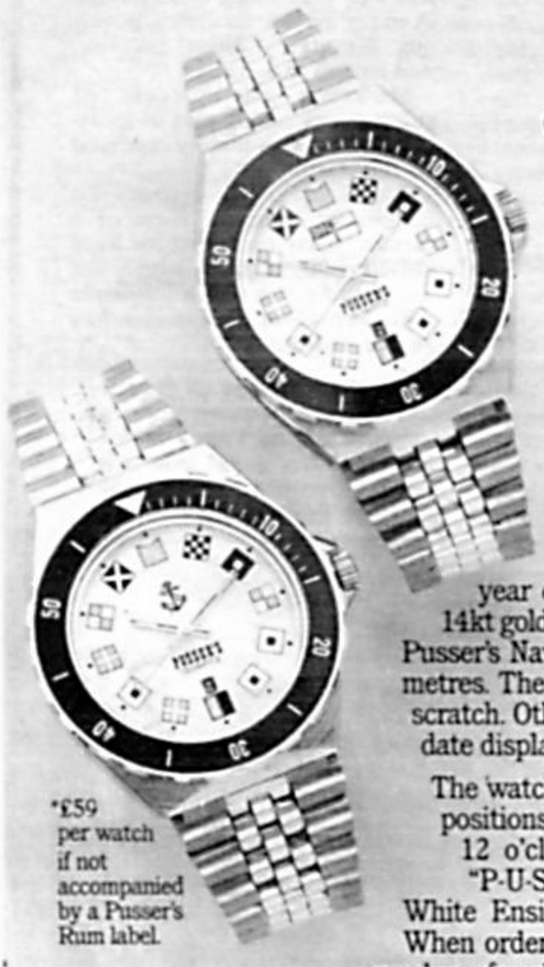
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Nottingham's 100,000 club



SLICE of history ... As HMS Nottingham headed for Bermuda and her duties as Royal Yacht guardship for the Heads of Commonwealth conference in Nassau, Bahamas, she celebrated 100,000 miles since her acceptance with a cake baked specially for the occasion.

Those members of the ship's company who had seen all 100,000 miles in three years at sea, joined the commanding officer, Cdr. Bruce Trentham, for this commemorative photograph.

The Nottingham, launched by Lady Leach in 1980, has since 1982 deployed to the Falklands, the Middle East, and currently the West Indies for three months.

DRAFTY'S CORNER — Turn to Pages 8-9

SHIPS of the ROYAL NAVY No. 361

YORK'S GOOD HOPE



HMS York, soon to join the operational Fleet.

THE Hope of York has returned to the Fleet. Almost 45 years after a warship of the name ended her days as a battered hulk in the Mediterranean, a new HMS York will soon become fully operational — with her motto "Bon Espoir" (Good Hope).

Fourth and last of the long Batch 3 Type 42 destroyers to be launched, the York was accepted into service last spring and is now at the end of her trials programme.

After Christmas leave she will return to Portland for work-up before taking her place in the operational Fleet under her commanding officer, Cdr. Colin Bonner.

City links

In August the York was commissioned at her home base of Rosyth — the largest warship to do so there for well over a generation. Her rapidly developing links with the City of York were marked by the presence of the Lord Mayor, Sheriff, Dean of York, Member of Parliament, and by music provided by the Rowntree Mackintosh Works Band.

Guest of honour was Lady Gosling, the ship' sponsor, accompanied by her husband, Sir Donald Gosling, vice-president of The White Ensign Association.

Already the ship has made her first foreign visit, to Rotterdam, and has established several affiliations, including ties with the RAF's Phantom-equipped 74 Squadron, the Duke of Wellington Regiment based at Halifax, West Yorks., the Sea Cadet unit TS York, and the Canadian naval reserve unit HMCS York based in Toronto.

The Batch 3 — or "stretched" — Type 42s are 42-ft longer and 2-ft broader than previous ships of the class, all of which are named after British cities.

Since the Falklands War, extra 20mm and 30mm air defence guns supplement their armament, based on the Sea Dart surface-to-air missile system, anti-submarine torpedoes, and the 4.5-in. Mk 8 gun.

Commissioning book offer

COPIES of HMS York's beautifully-produced commissioning book are still available, and unframed prints of a painting of the ship by artist Robert Taylor may be obtained on application to the Welfare Fund Treasurer, HMS York, BFPO Ships, at a cost of £5.50 each. Cheques should be made payable to HMS York Welfare Fund.

The original painting, presented by Lady Gosling, hangs in the ship's Wardroom.

FACTS AND FIGURES

Displacement: 4,775 tons, full load. Length: 462.8-ft. Beam: 49-ft. Draught: 19-ft. Armament: Sea Dart missile system in twin mounting; shipborne torpedo weapon system (two triple tubes for Mk. 46 anti-submarine torpedoes); one 4.5-in. Mk 8 gun; four 20mm guns and two 30mm guns. Aircraft: Lynx Mk. 2 helicopter armed with Sea Skua missiles. Propulsion: Two Rolls-Royce Olympus TM3B gas turbines for full power producing 50,000 shp; two Rolls-Royce Tyne RM1C gas turbines for cruising, producing 9.700 shp; two shafts. Speed: Over 30 knots. Range: 4,000 miles at 18 knots. Complement: 301.

THREE CENTURIES OF HONOUR IN BATTLE

FOR 325 years the name York has featured in the history of the Royal Navy. Including the most recent vessel, 12 ships have shared the title and between them have won 14 Battle Honours from Lowestoft in 1665 to the Mediterranean in 1941.

Perhaps of all those ships, the vessel which established the closest links with the City of York was the Second World War cruiser, the eleventh York.

Her career was distinguished, but relatively short as she became one of the many ships to fall victim to enemy action in the Mediterranean less than two years after the outbreak of hostilities.



The eleventh York which within two years of the Second World War won four of the 14 Battle Honours for the name.

CRETE

The only sister-ship of HMS Exeter, the 8,250-ton vessel carried a main armament of six 8-in. guns. She saw action during the Norwegian campaign and was later transferred to the Med. where in October 1940 she was among the first ships to convoy troops to Crete following the German invasion of Greece.

Later that year she supported the British advance in Libya and in the early months of 1941 took part in various other operations of the Mediterranean Fleet.

On March 26, while at anchor in Suda Bay, Crete, she was hit by an Italian explosive motorboat. She was severely damaged and it was estimated that five months would be needed to render her fit. However, she received further damage from incessant enemy air attacks and on May 22, two days before the German invasion of Crete, she was finally abandoned.

SCRAPPED

Two years later after the end of the war her hulk was sold to a Greek firm for scrap.

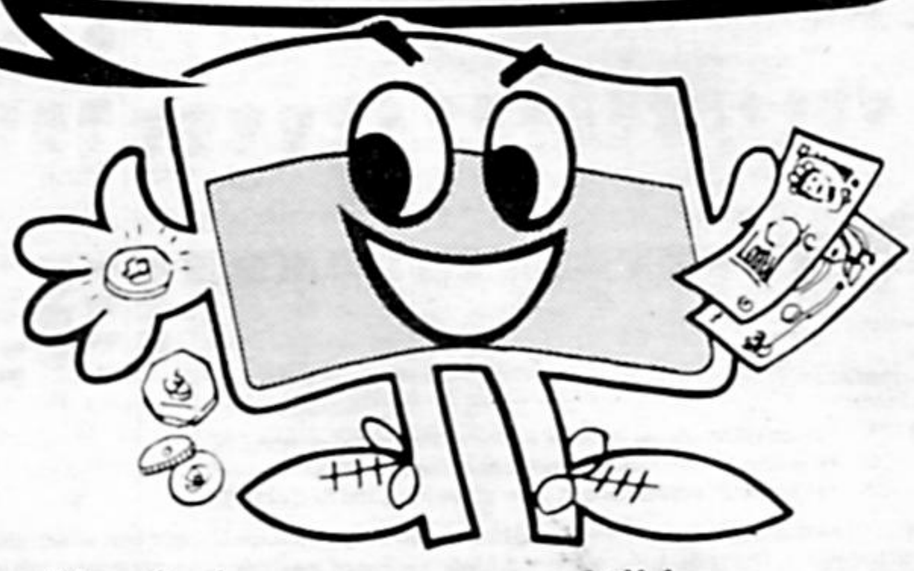
Other ships of the name included a 60-gun ship which took part in the defence of Gibraltar in 1727 and was sunk at Sheerness in 1750; several minor warships and tenders which served in the 18th and 19th Centuries; a vessel which flew the flag of Rear-Admiral Cochrane at the capture of Martinique in 1809; and an armed boarding steamer of the First World War.

Battle Honours for the name are: Lowestoft 1665, Orfordness 1666, Solebay 1672, Schoonveltd 1673, Texel 1673, Bantry Bay 1680, Beachy Head 1690, Cartagena 1741, Louisburg 1758, Martinique 1809, Atlantic 1939, Norway 1940, Mediterranean 1940-41, Malta Convoys 1941.

PICTURE POSTCARD LIST — Page 39

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Not moved by this occasion

FORTUNATELY, my wife and I were able to witness the departure of our son's ship from Portsmouth en route to the Gulf, and with us were families and loved ones of other matelots.

The departure was watched with pride and a tinge of sadness all round. The sight of the lads in No. 1s lining the ship was worth the loss of a few hours' pay.

What amazed my wife and I, and others on the Round Tower, was the fact that, apart from some gold-braided arms on the bridge of the Gulf-bound ships waving farewell, no one on the deck moved. Yet a Falklands-bound destroyer leaving immediately behind permitted their crew to wave en masse. Why?

After the excellent public relations exercise of the passing-out ceremony in HMS Raleigh and further ceremonies in HMS Collingwood, what a let-down for the first deployment. 0 out of 10, RN. — Portsmouth parent.

● *Gaining marks doesn't really come into it. Departure procedures don't make provision for waving to onlookers, we are told. But a wave from sailors departing for a long deployment has on occasion been known to be given on orders on board an individual ship. The letter indicates that this can sometimes be much appreciated by families saying their farewells. — Editor.*

TIRELESS PERFORMER

SEEN at sea, the Royal Navy's new "nuke", HM submarine Tireless, which was commissioned in the autumn at Barrow-in-Furness. The hand-over from builders Vickers took place beneath the waves somewhere in the Firth of Clyde. HMS Tireless is the 15th Fleet submarine to enter service with the Royal Navy, and the 14th to be built by Vickers. Her prime role will be to seek out and destroy enemy submarines. She is the third submarine of the Trafalgar class.

LETTERS to the Editor

Write to Navy News, Barham Block, HMS Nelson, Portsmouth PO1 3HH.

HMS Scotia ☐ reminder

WHILE on a visit to Scotland last year I called at Butlin's Holiday Centre at Ayr — formerly HMS Scotia, a training establishment for wireless telegraphy and visual signalling operators (1942-48).

Subsequently I wrote to the Provost of the Kyle and Carrick District Council expressing surprise (as an ex-Scotia rating) that there was nothing to mark the former naval presence.

I am delighted to say that I have now received a letter from him, telling me that a plaque had been erected at the centre, commemorating the war service.

I understand that Mr. Ken Hudson, general manager of the Ayr Butlin's, is collecting information on HMS Scotia, and would be pleased to hear from readers who were there. — **George Pedrick,** Little Bookham, Surrey

No vowels ☐ in Myngs

REFERENCE the query from Mr. V. Jones (October issue) asking about no-vowel ships, could the fourth one be HMS Myngs RO6, a Zambesi-class destroyer of 1944 vintage? — **R. Cheeseman,** Rochester, Kent.

Whaley name ☐ deplored

(From Rear-Admiral Anthony Davies)

GUNNERY officers and instructors in the past have been flattered by having their gaitered legs pulled by their shipmates as a mark of respect if not affection, but the new name for Whale Island is deplorable.

"Excellent Accommodation" gives the ridiculous impression of a buffed-up second class hotel advertisement.

This is a mis-use of a much-loved ship name and an abuse of all that HMS Excellent has meant to the Royal Navy for more than 150 years. — Anthony Davies (rear-admiral), Marlborough, Wilts.

● *As reported in the October and November editions, the full name is HMS Nelson (Excellent Accommodation Centre).*

EQUALITY FOR THE SINGLES!

WHEN the Military Salary was introduced into the Royal Navy in 1970, it was — I was told — to bring the single man into line with the married man, who had received ration / marriage allowances.

Is it not time this was again looked at to bring us into line with our civilian counterparts who are not paid more for the privilege of being married, and let the Tax man be the equaliser.

Some of the "perks" involved:

- Separation Allowance — Don't single people experience separation?
- Accommodation charges — Haven't single people homes as well?
- Separation travel warrants — Aren't single people supposed to go home?
- Assisted House Purchase — Cannot single people have homes?
- Home to Duty allowance and Removal assistance — What homes?
- Boarding School Allowance and transfer of travel warrants — One in three marriages end in divorce, and many have dependant children.

Considering the difficulties of resettlement into today's job market when a rating leaves the Service, I would have thought more encouragement would be given to all ratings to invest in a home, to give everyone some sort of security.

But without the kind of assistance the married man receives, the "mobile service life" makes it very expensive for a single / divorced person to afford to run a home, let alone travel there to live in it.

The answer is not, "If you do not like it, get married yourself." Single / divorced persons should be given equal opportunity to enjoy a home life. Could it be the persons that make the rules are not in this category?

It's a pity that the "minority singles" restrict their dissatisfaction to the messdeck, but alas apathy rules. — **R. Filby,** CPOMEA(L). HMS Challenger.

Hallowed ☐ turf!

FORMER Torpoint-trained Fisgard artificers might be interested to learn that the sports fields, where so many reputations were gained or lost, and where so much energy was expended, are being stripped by a commercial company and the hallowed turf shipped elsewhere.

Anyone desiring a piece of history to insert in his lawn (or even his lounge carpet!) could try contacting the HCT Turf Company of Woodbury.

To date, No. 1 rugby pitch has yet to fall foul of the machines. — **Gordon Crocker** (lieut.-cdr), Fisgard September 54 Entry, RNAS Culdrose.

Red number ☐ mystery

A MYSTERY has bothered me for over 40 years. I did write to the Admiralty, but not a dicky-bird, so I wonder if any reader knows the answer.

I served in HMS Liddersdale, a Hunt-class destroyer L 100, for three years, finishing up in the Mediterranean where we sank the last submarine in the Gulf of Taranto.

Apparently ours was the only ship in the RN with the pennant number painted red. But why? — L. Sales, Dartford, Kent.

Keeper of the Corfu cemetery thanked

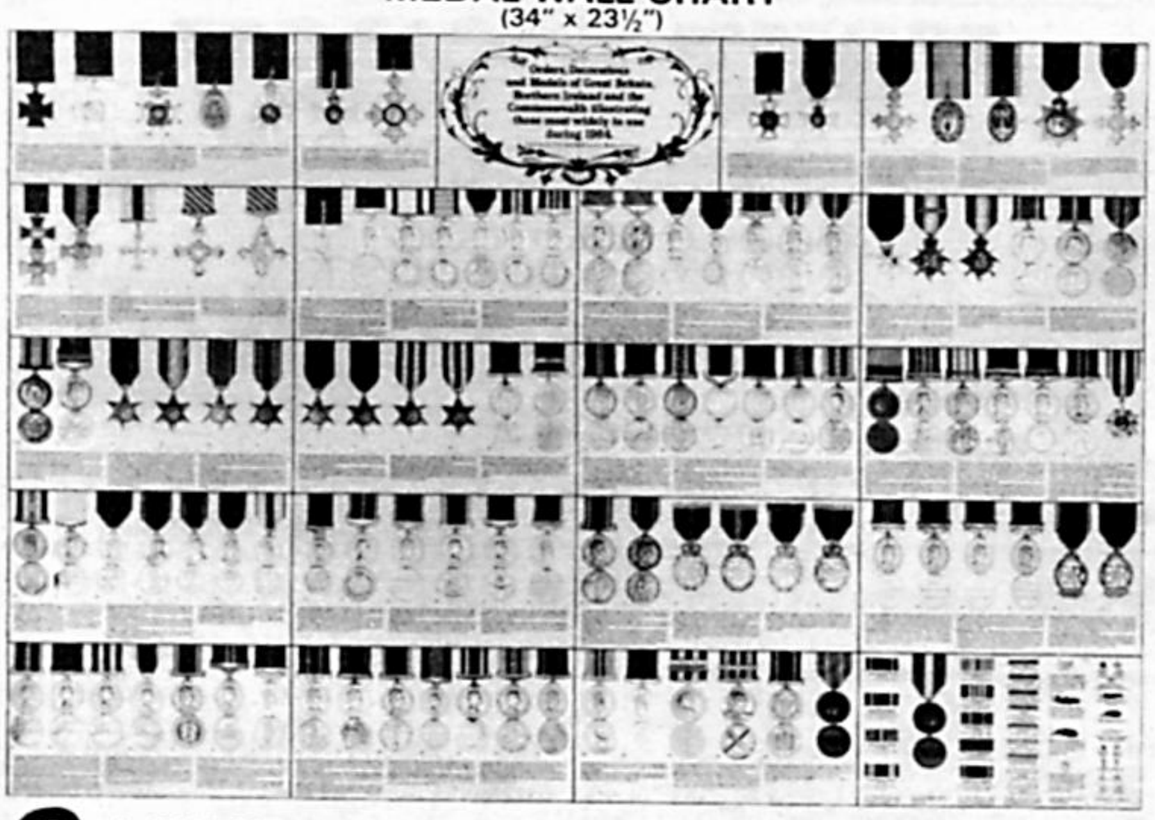
ON THE island of Corfu the Greek supervisor of the cemetery has for 39 years given dedicated care to the 12 graves of men who died in the mining of the destroyers HMS Saumarez and HMS Volage.

One of the dead is Stoker First Class Leslie Bevan, and his local council at Haverfordwest decided to honour the supervisor by presenting him with a town plaque. On behalf of the council, I handed over the plaque when I visited the island in August.

It may be that Cardiff will follow suit by a plaque in the church at Corfu, in memory of the 31 who have no known grave except the Corfu Channel.

County Councillor Doug Francis, who as a 21-year-old rating was a Saumarez survivor, is seeking information about the 31 victims. His address is 226 Greenway Road, Rumney, Cardiff, CF3 3PP. — **Walter Ireland,** 138 Steynton Road, Milford Haven, SA73 1AN.

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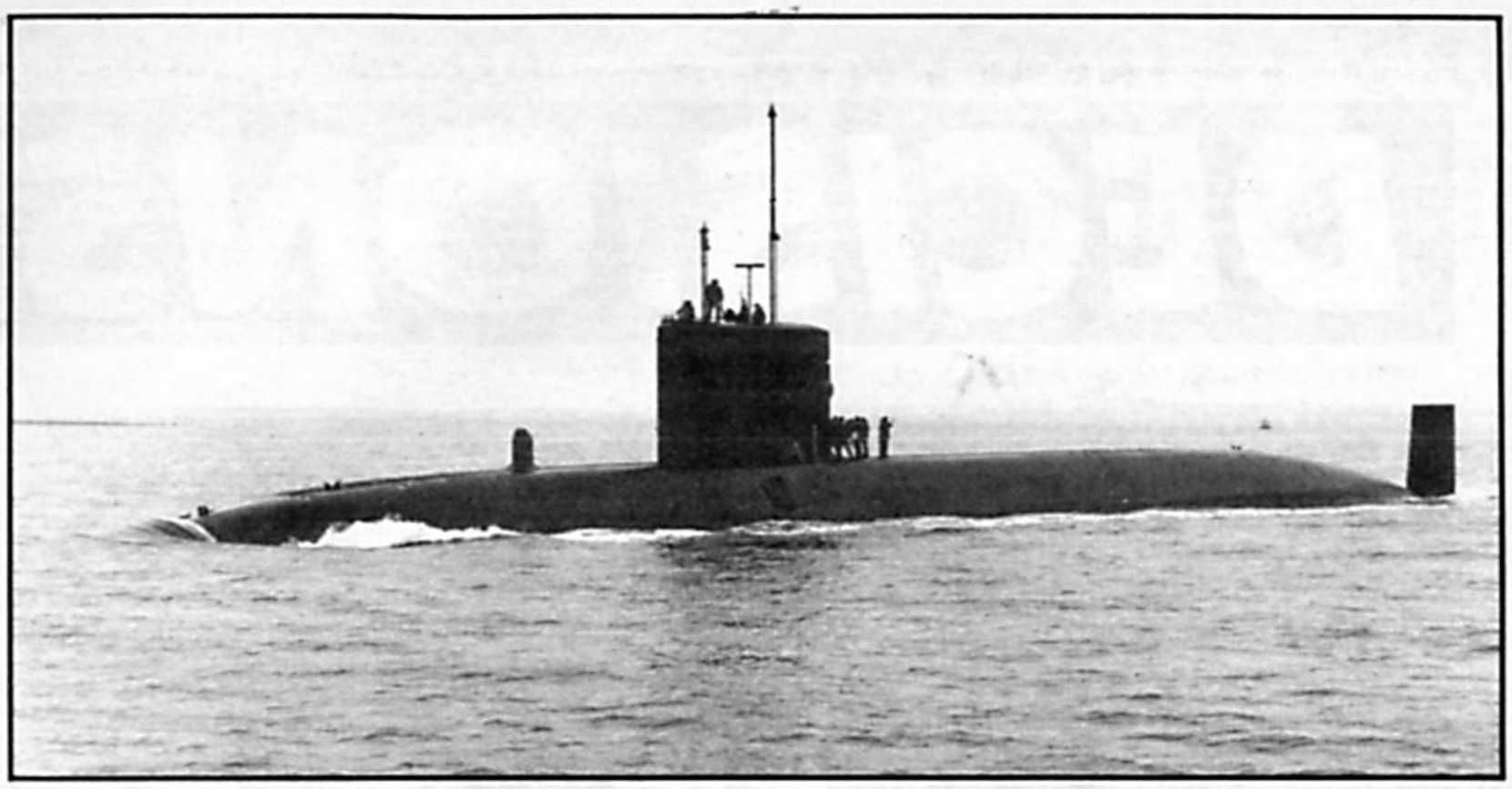
ASK ME today if I love the Navy and the answer is still "yes."

In the September issue I read the letter from Mr. J. Markham warning others about leaving the Service hastily, and I cannot disagree with that, but his words seemed to condemn Civvy Street altogether.

I spent five years as a radio operator, made a lot of friends, and had some good times, but if Service life is not for the individual then nothing short of making the break will do him any good.

What is there to be afraid of? There is work, and a Service person with a good record often gets to pick and choose jobs. At least that was my experience.

It isn't easy, but as with everything else, it is what you make of it. — Dean Brandon, Maidenhead, Berks.



How Glory day left its print

IT'S GOOD to know one's past work was not in vain. Ex-CPO A. Winckle's letter (October issue) about the surrender of Japanese forces aboard HMS Glory brought back memories. I was a member of the ship's photographic section who took the pictures he mentions.

It was Captain Sir Anthony Wass-Buzzard, a keen photographer himself, who ordered us to print a set of photographs for each member of the crew and squadrons.

This entailed making nearly 10,000 prints over the weeks following the surrender — slotted in with our normal work, and hampered by the fact that we could not use the enlarger when the ship was at speed because of the vibration.

That was quite often, because we spent three months following the surrender ferrying squadrons of the Royal New Zealand Air Force for the occupation of Japan, or repatriating prisoners-of-war, steaming some 24,000 miles in all.

We all breathed a sigh of relief when the last print was made. Some very flaked-out photographers washed them properly it seems. — **Paul Wilson** (ex-L/Phot "A"), Flackwell Heath, Buckinghamshire.

Photo copies

I WOULD Like to tell ex-CPO A. Winckle that I still have most of my photographs of the Japanese surrender on the flight deck of HMS Glory; also a copy of the surrender document and a photograph of the victory march in Melbourne.

In the parade were the ship's company of the Glory, with those of (I believe) HMS Implacable and HMS Indefatigable. — **C. J. Mercer,** Grays, Essex.

Korean record

THE GLORY also held a record through being at sea more than 300 days in Korean waters during the conflict there. — **L. Goddard** (ex-LAM 1831 Squadron), Hayes, Middlesex.

Black Jack ☐ Dragon dog

THE LETTER from ex-CERA J. A. Gurr (October issue) reminded me that I also served in HMS Dragon during that commission, and have two photographs of Jack the black labrador.

One of them is at a camp in Comox, British Columbia, alongside a "signpost" to "Chatham 5,342 miles."

With the average age of the then ship's company now around the 80 mark, I doubt if there will be many left to remember what happened to Jack. — **W.H. Cooke** (ex-CPO WTR), Rochester, Kent.

The story ☐ of H 49

MY RESEARCH into the submarine H 49, the wreck of which has recently been located off Holland, and with the help of Navy News, has resulted in a contact with the sister of one of the crew.

Recently I visited the Texel Islands and met the Dutch diver who found the H 49, and also the one-time Receiver of Wrecks, who had an interesting story to tell.

The story of my visit was given much prominence in the Dutch newspapers. — **D. A. Feary,** Peterborough.

The long distance runners

THE LETTER from Mr. G. P. Watson (July issue) prompts a claim on behalf of HMS Juno, a destroyer which headed the Fleet in the first year of the war with around 100,000 sea miles, narrowly beating HMS Cumberland.

A collision with an oil tanker in thick fog off the Outer Dowsing light put the Juno in dock for ten days in November 1939.

This I believe enabled "Haughty Cumberland" to top the list after the first six months of hostilities. — **Claude (Sparrow) Wardle,** Chelsea, Quebec.

ON THE subject of mileage, I recall in 1942 the navigating officer of HMS Onslow, Lieut. Peter Wyatt, pinning a note on the notice board stating that the ship had steamed 110,000 miles on her first 13 months of commissioning.

I also have a war-time newspaper cutting saying that the 17th was the first destroyer flotilla to complete one million war-time miles steaming.

The ships were the Onslow, Obedient, Orwell, Offa, Opportune, Oribi, Onslaught, and Obdurate. — **W. (Jim) Watkin** (ex-Ldg Sto), Northwich, Cheshire

THE RECORD of HMS Cumberland reminds me that the peace-time record is held by the survey ship HMS Owen, which, in the 12 months ending in May 1962, steamed 40,660 miles and spent 225 days at sea. — **R. L. Hamlet** (ex-PO Tel), Southsea.

A voice for ☐ veterans

I READ with interest in the October issue the letter from Stan Hamer on his recollections of leaving the Royal Navy 15 years ago.

He said, "Until we have something as strong as the Yankee Veterans' Association the climate will never change."

Mr Hamer may not have heard of the Forces Retirement Association. While not as strong as our American counterpart, we are steadily building up membership, and have already taken part in many discussions affecting retirement from the Services. — **Chris Plummer,** general secretary, Forces Retirement Association, 5 Rodney Road, Cheltenham, GL50 1HX

I COULD not agree more with Stan Hamer's letter. There should be some organization similar to the Yankee Veterans' Association to look after pensioners' interests. — **A. Rimmington,** Monkstown, Co. Cork.

'Charge chief tiff rate is obsolete'

AS A local acting charge chief artificer, the "Tiff's Top Ten" article in October's issue was of great interest.

For many years there has been a shortage of chief tiffies and for years their Lordships have been trying to find a method of getting people to take this step from the shop floor to the office.

The position has never really appealed to many and, because they can lose the job satisfaction as a "part of ship" chief, don't bother to go for advancement.

The best incentive in the world, money, has never been offered, although I must admit the differentials have increased favourably in the recent past, so what can be done to entice the budding charge chiefs?

The article has come up with the word "Ambition," which must be the present OK phrase for divisional officers to use as bait. I would like to become a warrant officer but why should I have to be a charge chief first?

The non-artificer branches do not recognise the charge chief for what he is, a chief petty officer in charge of other chief petty officers, nor does naval law put him as a superior, so is the revision and examination really worth it? It would appear not.

A non-artificer chief petty officer takes no examination to become warrant officer, so why should artificers have to take an extra examination and do a charge course before they can be advanced to what is, in effect, a lower rate and then still have to wait before they are selected for warrant officer?

Secondly, if we are to get all stirred up with ambition, why have the Weapon Engineering branch dropped the charge chief's examination and made advancement by selection? Is there no ambition in the Weapon Engineering department any more?

Because the jobs of warrant officers and charge chiefs are virtually interchangeable, the charge chief rate is obsolete.

The Weapon Engineering department has gone half way to rectifying this, but I believe that chief petty officer artificers should be promoted directly to warrant officer. This would bring us into line with the non-artificer branches and eliminate the shortage of available manpower to fill the billets at the same time. — **A.J. Dixon** . LACCMEA(L). HMS Beaver.

The official answer to this one includes the following points:

"The artificer has many differences from non-artificers and the path to warrant officer is one of them. A non-artificer could equally ask why an artificer can qualify for his "buttons" without having to wait on two advancement rosters and then to be selected.

"The WE sub-branch still wants artificers with ambition. While the charge exam. prior to the charge course is being dropped in favour of selection, the new charge course incorporates assessments and will still be a significant hurdle to clear.

The statement that warrant officer and charge chief jobs are virtually interchangeable is just not true. This may have been the case initially but there is now a clear and continuing need for both charge chiefs and warrant officers in the Engineering Branch." — **Editor.**

HAWKINS REMEMBERED

MOST of the facts relating to Mrs. H. M. Sweetman's picture of warships on the Bund, Shanghai, appear to have been answered by our legion of erudite (and in some cases quite ancient) ex-mariner readers.

Many who have written either served in HMS Hawkins or in other British warships on the China Station. ***Mr. J. K. Barlow*** of Sidcup was in 12 Battalion Royal Marines in Shanghai and reckons the photograph was taken in January 1927.

Our latest correspondents have included ex-***PO W. A. Place*** (Hawkins 1919-1923) of Reading; ***Mr. F. J. Revell*** (ex-HMS Gnat, China Station) of Cheltenham; ***Lieut. D. Tompson*** RN writing on behalf of ex-Hawkins stoker ***Mr. Charles Francis*** of Leicester; ex-***PO J. F. Dabbs*** (Hawkins 1922-1925) of Paisley; ex-stoker ***James McEwan*** (Hawkins 1941-1945) of Saltcoats, Ayrshire; and ***Mr. J. W. Taylor*** (Hawkins 1921) of Needham Market, Norfolk.

We have also heard from ***Lieut. T. McGuffie*** RNR of Virginia Water, writing on behalf of ex-**Pvt S. G. Pike,** whose Welsh Regiment battalion was in Shanghai in the Twenties; ***Mr. G. R. Steele*** of Lancaster; ***Commissioned Gunner James Barlow*** RN (retd) of Exmouth; ***Mr. G. Rittey*** of Gosport; and ***Mr. John L. Hobson*** of Greenwich.

Fantastic ☐ Honkers!

MY WIFE and I have just returned after a six-week holiday, the last nine days of which we stayed at the China Fleet Club in Hong Kong.

It is absolutely great, ably run by Phil Baldwin and Dave Watt,, the club managers. I just cannot get over the fact that "Jack" actually owns something like this.

Our costliest meal at the club was a five-course Chinese meal which included wine — total for the two of us, £8.70!

Pensioners able to get themselves off to Honkers will have a fantastic time. — **A. E. Tomlin,** (ex-CPO WTR), Liphook, Hants.

Trouble with ☐ Aurora

THE ARTICLE in the October issue about "the silver phantom HMS Aurora" reminded me of when she was lying in the Yangtse River as HMS London and HMS Black Swan were going up-river to the aid of HMS Amethyst.

I was the gunlayer on S2 twin 4-inch HA in the London. Someone shouted, "There's the old Aurora and the b.....d's firing at us."

I looked through my telescope, and sure enough the Chinese were reloading their Bofors gun.

We were already loaded so I trained my guns, laid right on the Bofors gun, and opened fire. Needless to say we had no more trouble from the old Aurora after that.

Every year, on April 21, I remember them, all the dead of the London, Amethyst, Consort and Black Swan. — **Bill (Jock) Kelly,** (ex-RM), East Kilbride, Glasgow.

No clasp awarded for 1916

DURING 1916 I served in HMS Vengeance on the Far East Station based at Zanzibar.

We bombarded all the key points on the German East Africa coast, and also provided landing parties composed of bluejackets, Marines and Zanzibar Africa Rifles.

Some resistance was encountered at Bagomayo. Dares-Salaam did not surrender until the beginning of September 1916.

I have been informed that a clasp was awarded for 1915 and 1918, but not for 1916. I wonder why? — **E. F. Powell,** RNA Spalding branch.



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New Flag Officer Sea Training

THE new Flag Officer Sea Training will be Capt. B. N. Wilson, who is to be promoted rear-admiral and to take up the appointment on December 20.

His most recent appointment has been in MOD as Director Naval Plans and Programmes.

Other appointments announced recently include:

Capt. P. J. Grindal. Ariadne in command and as Capt. F6. February 12.

Cdr. T. J. Norman-Walker. Battleaxe April 8 and in command.

Cdr. H. P. May. Roebuck (building) March 4 as senior officer, and in command on commissioning.

APPOINTMENTS

Lieut.-Cdr. R. P. Moore. Olympus. March 11 and in command.

Lieut.-Cdr. M. C. Nixon. Shetland April 8 in command.

RNR COMMODORES

TWO senior officers of the Royal Naval Reserve have taken up their new appointments.

Capt. Ian Berry has become Commodore List 3 (the general pool of reservists) and Capt. Anthony Barrett Commodore List 1 (reservists from the Merchant Service).

To mark their appointments they were received in HMS Victory by the Commander-in-Chief Naval Home Command (Admiral Sir Peter Stanford) and the retiring senior RNR officers, Commodore John Wightman (List 3) and Commodore Michael Bradford (List 1). A guard was provided by London Division RNR.

Later the CINC hosted a reception in two of the RNR's new minesweepers, HM ships Humber and Itchen.

OBITUARY

D. V. Fletcher. MEM(M)1. HMS Nelson. October 18.

P. L. Edwards. Lieut-Cdr. October 24.

R. J. Green. Lieut-Cdr. October 31.

M. L. Ridley. MNE. 42 Cdo. October 31.

B. Hancock, CPOWEA, HMS Trafalgar. October 31.

A. M. Brown. AB(S). HMS Argonaut. November 9.

John Edwin Wintle. Royal Indian Navy 1937-49 and as CCY Royal Navy 1955-67, including HMS Ark Royal. Aged 63.

William Arthur Jury, Ex-CPOTI. Aged 104. Last ship HMS Vernon.

Bert Crane. Survivor of HMS Exeter. Died in Australia. Aged 67.

Leslie Charles Pett. POSTD 1947-68, including HM ships Vanguard and Triumph. Aged 55.

Billy Longstaff. Ex-CERA. Aged 71. Ships included Valiant, Ramillies, and Liverpool.

John Pearse. Ex-CPO. Served at Jutland in HMS Tiger, and in HMS Hood 1923-25. Aged 95.

Vic Perriment. PO/LTO. HMS Spanker. Algerines Association.

Peter Elliott. Lieut., RNVR. HMS Bramble. Algerines Association.

Jim Fisher. O/Tel. HMS Orestes. Algerines Association.

Colin Stevenson. Ex-PRI, HMS Dryad. Served 1953-79. Aged 50.

Jim Gillen. Ex-AB, HMS Edinburgh. Aged 63.

William McKee. Ex-Senior purser, RFA. Aged 73.

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DECISIONS

CHRISTMAS and the New Year are traditionally the time for taking stock — for reviewing plans and setting a course for the future.

The great majority of the Navy will have the opportunity to spend at least ten days with family or friends over the festive season and, in the quiet moments, discussions will often focus on family and career plans.

This edition of Drafty's Corner attempts to address some of the matters that may be going through your mind: job security, professional prospects, seatime-shoretime. The aim is to give readers an up-to-date assessment of the manning scene to facilitate planning a career, rather than just a series of jobs.



"Well . . .?"

JOB SECURITY: We have moved into a new era of manpower management. Manpower ceilings have been projected to reduce the overall RN numbers by about 11 per cent over the next ten years.

This concept is aimed to ensure that of the Navy's total income, as much as possible is devoted to material by placing a discipline on manpower. In simple terms we are allowed sufficient personnel to fill current sea and shore billets on the Scheme of Complement, plus a margin to allow for those on leave between drafts, career courses and long-term sickness.

OVERBORNE

We are, in fact, slightly overborne in the Navy today. Some categories are in severe shortage (Writers, Divers for example) whereas some categories are in surplus — not surprising when you look at the time-scales involved in recruiting and training.

This imbalance is being remedied by natural wastage and recruiting adjustments. It was significantly helped by the Voluntary Premature Release Scheme in the spring of 1985.

There is, as far as can be seen, **no** compulsory redundancy scheme in the pipeline; every member of today's Navy can, if he or she so wishes, plan with a high degree of confidence to complete his or her present engagement.

ADVANCEMENT / PROMOTION PROSPECTS: These inevitably vary between the branches and indeed within branches and the present state of Advancement Rosters is published regularly in Navy News.

It has to be said that the competition for promotion to Chief Petty Officer and Warrant Officer is extremely keen. Again, the prospects are better in some categories than others but the selection system is painstakingly fair.

Sadly, we are short of some senior rate technicians in some areas because not enough individuals are prepared to undertake the necessary studies to qualify for promotion. Are you doing all you can to realise your potential?

ENGAGEMENTS. A significant change affecting career planning was introduced earlier this year in the shape of the Second Open Engagement. 2OE, as it is now commonly known, opens up full active career opportunities to the age of 50.

This will undoubtedly be a great attraction to many — equally it is fully realised that many will wish to plan to undertake a second career outside the Navy after about 22 years.

The scheme gives increased opportunities but the places available will be insufficient to meet demand and a selection process will be necessary; the first Board sits in May 1986.

For the older man, it has to be said that in the early years, 2OE will look a lot like Continuance-in-Service — inevitable as we abandon one scheme and change to another.

The younger man, however, can look forward to increasing possibilities of long service in the RN — and plan his life accordingly.

So it is farewell to 5th/6th/7th Fives, and goodbye also to Extended Service billets except for a few (210) which require specialist qualifications not normally available from active service personnel.



"... a selection process will be necessary ..."

It is all much more flexible: an individual can plan a short or long career in the Navy knowing that if he wishes to change direction at any time, this can normally be done at 18 months' notice (longer, of course, if serving a return of service following an expensive career course).

However, (there's always a however) there will undoubtedly be a small, difficult to quantify, lengthening of advancement rosters and some men will wait longer for advancement and promotion with the introduction of 2OE.

Depressing? Not really — the delays caused by 2OE will hardly be noticeable compared with the variations caused by all the other factors in the advancement / promotion equation.

CAREER PATTERNS: The three-year sea draft was introduced in 1982 to improve continuity and stability, for the benefit of the man as well as commanding officers.

No significant changes are planned to this drafting principle: indeed, increased emphasis is being placed on "type" drafting to maximise the benefits we get from a man's experience and training.

Drafty recognises that some ratings will look for wider experience and will want to change ship type or equipment streams, particularly out of the older versions, but it will become increasingly incumbent upon individuals to let Drafty know if they wish to change from one stream to another and this may not always be possible.

In line with the general desire to improve stability factors across the Navy, increased emphasis is being placed on meeting the needs of shore establishments for continuity.

Ideally, a man will spend all

. . . . DECISIONS!

DRAFTY encourages some seasonal planning



"identify a sensible goal in life . . ."

"Think of . . . your preferred geographical location."

his time ashore between sea drafts in the same job unless he is one of the few not required for sea service within three years, in which case he will probably be moved after three years. (WRNS senior ratings will normally only be drafted after three years in a billet — WRNS junior ratings after two years).

The length of time that a rating can expect at sea and ashore varies enormously between the categories.

An indication of the length of a sea draft is always stated on Draft Orders and, as an innovation, Draft Orders for men coming from sea service will in future include a broad estimate of the length of shore service, for example 0-12 months — meaning over 12 months — the aim being to give a man and his employer an indication of the time an individual can expect to be ashore.

SECONDARY

It will be necessary to take account of any career courses in the offing and of PJTs before next sea draft, so please accept these estimates as information passed in good faith both for the benefit of the shore establishment which is wondering whether to train you for a demanding secondary duty as well as for your domestic and career planning.

All Drafty asks is that you do not react to this attempt at open government with a pistol at your Drafting Officer's head if he h: to change his plans and move you earlier than expected.

So what about drafting/career patterns — what time can you expect to spend at sea and ashore throughout your career? A few illustrated estimates are produced on the diagram below. The important point to realise when studying them is that they do not indicate separated / unseparated time.



". . . emphasis is being placed on 'type' drafting . . ."

It should also be emphasised that these estimates relate only to the present and do not propose to speculate about the future.

CINCFLEET attempts to ensure that ships spend 40 per cent of their time in their base port and, as career courses will be fitted in during periods ashore, it follows that some shore service will be more "separated" than sea service.

It is therefore misleading to think in terms of ship-shore ratios as being directly related to separated-unseparated time — a point well understood by diners at the Bridport Cafe!

PREFERENCE. Having studied the career pattern diagram, and having noted that emphasis is placed on continuity and "type" drafting, the reader might like to consider such questions as, what are my true ambitions? How can I best achieve them? In which ships would I prefer to serve? Where would I like to live?

The opportunities to realise your full potential as a senior rating, warrant officer or by transferring to a career as an officer have probably never been better.

So as a first step, identify a sensible worthwhile goal in life taking into account your aptitude and general abilities. Do not be frightened about extending yourself — the educational help you can get in the Royal Navy is first class.

Having determined your goal, go for it with Drafty's help: make your intentions known, volunteer for the type of service which will give you the best chance of realising your career ambitions and the maximum job / family satisfaction.

SENSE

Usually Drafty will be able to meet your **career** preferences within the overall manpower framework. It obviously makes sense to volunteer for a type of ship/submarine/squadron in the area you would prefer to buy your house — unless you are one of the 20 per cent who prefer to buy well away from base ports.

At some stage, you have to start making choices:

- Is it you, or your family (which includes you) who comes first?
- Are you aiming at a satisfying successful career, gaining experience and value to the Navy in a single stream, or do you need to minimise absolutely your family separation, perhaps to some extent at the expense of your career and your personal satisfaction.
- When should you: Get married? Have children? Buy your own house?
- What about your spouse's job?
- Should your children go to boarding school?

There are no "right" answers to these questions, but there is one "wrong" answer — which is not to think about them at all, and drift.

If you find that Drafty cannot meet your type preference you might consider moving the family early to maximise non-separated time.

MOBILITY

Above all, you will find it easier to realise your ambitions and achieve maximum family fun if you retain a degree of mobility. The family that is prepared to rent a house in Plymouth and live for a couple of years in a MQ in Scotland or on LFS is likely to get much more career satisfaction over the course of a Service life in the Royal Navy.

It is realised that this can mean a great deal if it involves unsettling children and there's a wife's job — but in the short and long term, benefits are significant in terms of maximising career satisfaction. But of course you are the only one who can make these choices.



". . . All Drafty asks is that you do not react . . . with a pistol . . ."

(A new Drafting Preference Card is currently "out on trial" — among other changes, there will be more space for comments, career aspirations and potential.)

In summary, think of preference in terms of the types of ship/squadrons you would prefer to work in as well as your preferred geographical location.

Pass your career ambitions on to Drafty on your C230 — acquaint yourself fully with the distribution of jobs available at sea and ashore in your category (your divisional officer/course instructors and BR 14 Supplement will help if in doubt) — and don't forget you can volunteer for early out-of-turn sea service and so manipulate your particular sea roster to help with planning your family life.

HAPPY CHRISTMAS!

Chart your service and family life

ILLUSTRATIVE CAREER PATTERNS

TWO PAGES FOR FAMILIES

By Gemini! They've done it again

CHILDREN from HMS Mercury Gemini swimming club did it again for charity — and for the second year running have received the Petersfield Swimming Shield.

Lady Troubridge, chairman of the local branch of the British Heart Foundation, presented them with the shield for their efforts in raising £260 for the Foundation earlier in the year. At a ceremony attended by Capt. Frank Lowe, captain of HMS Mercury, the shield was presented to ten-year-old Scott Madden, who had been backed by 41 sponsors.

Lady Troubridge was accompanied by Lady Spencer Churchill and Mrs. Dorothy Curtis (the Regional organisers), and all are seen in the centre of the picture.

The Gemini Club, which has a membership of 60 children and meets every Thursday between 1700-1900, is open to sons and daughters of serving members and civilian employees of HMS Mercury. Anyone who would like further information on club activities, should contact the chairman, WO Brian Madden (on Mercury extension 336) or the club secretary, Mrs. Jean Robinson (on Droxford 878591).



The back row of the picture includes Roy Rathbone, Maureen Hilliar, and LWREN Ann Cranston (all instructors), WO Brian Madden, Mrs. Heather Sloan (instructor), and Mrs. Jean Robinson (secretary).

All is lovely in the garden

THE ex-Service wife who wrote asking if naval personnel owning their own houses would take the trouble to tidy their gardens has now had her "eyesore" problem solved.

After she wrote, her complaint was described as "load of compost" by one matelot, who reckoned there were more civvy gardens in a 'mess than Service ones.

Niggled

But the forked rejoinder from a serving chief is the one which niggled her most, because the writer suggested that she had a chip on her shoulder towards current serving personnel.

The lady writes again:

"I am in no way over the top, not by a long way. And, as for having a chip on my shoulder towards serving personnel, as an ex-Service wife of only three months I don't know what he means by things being rougher and tougher and more separation and less pay in their day, and always coping better, as this was before my time, and I suspect his also.

Thank you

"Thank you for printing my plea, as now my eyesore has been dealt with — and shortly after it was in Navy News. Was that just a coincidence?

"Incidentally, if the Dorset chief would like to contact me I may be able to put him straight on a few facts!"

Enjoy a family break in Guzz

OFFICERS and ratings wishing to arrange short breaks in Plymouth for their families may be interested in what is known as the SHORTFAL scheme.

This short-term family accommodation scheme is available to married officers and ratings (marital categories C1 and C2) and their families for periods from four days to three months.

At present the rent is £62 a week or £10 a day, which includes gas, electricity and cleaning of all communal areas. Arrangements can be made to provide colour TV, groceries and milk delivery. Occupants have to supply their own towels, sheets and pillowcases.

The scheme makes use of 23 three-bedroomed, fully-furnished flats in two blocks, one overlooking the Brickfields sports ground and the other overlooking the United Services cricket ground.

Main object of the scheme is to enable unaccompanied personnel to reunite with their families while serving in the Plymouth area for short drafts, dockings or courses. Subject to availability, married personnel may also use the accommodation with their families on visits to Plymouth on other occasions.

Telephone inquiries should be made to 0752-550158, although the office is not continually manned. The address for bookings is: The Manager, SHORTFAL (Plymouth), 9 Raglan Court, Plymouth, PL1 4JE.

Bookings cannot be accepted more than three months in advance of intended occupation from non-seagoing personnel.



Keeping tabs on Dad . . .

KEEPING a family eye on Dad involves taking his blood pressure in the case of Enrolled Nurse (General) Antonia Scammel. She and her father, CMEA(H) Tony Scammel, are both serving in HMS Collingwood, where Tony is in the barrackmaster's department. He joined the Navy in 1950, becoming a shipwright, and recently was awarded the MSM.

Tony's mother was also in the Naval Service during the First World War.

Form-filling can need a helping hand!

Especially when you are partially sighted, like this veteran of World War II. Even those who can see perfectly may be daunted by the forms necessary to obtain DHSS entitlements and other welfare benefits.

The FORCES HELP SOCIETY Voluntary Worker helps to solve form-filling and a variety of other problems, making sure the Ex-Service man or woman, especially when disabled or elderly, obtains the assistance he or she needs.

More volunteers are urgently needed countrywide as those who have given devoted service are forced to resign through age or illness. Those who have themselves served in H.M. Forces and their wives, with their first-hand experience of the problems of Service men and women and their families, are ideally suited to this work.

Will you give a little of your time?

Our network of voluntary representatives must be complete so that all who belong to the Service and Ex-Service "family" may find a helping hand.

Please contact:

The Comptroller and Secretary,

THE FORCES HELP SOCIETY

AND LORD ROBERTS WORKSHOPS

122 Brompton Road, London SW3 1JE Tel: 01-589 3243/4/5





FAMILIES Day at the Clyde submarine base is reported to have been the wettest since records have been kept in the Faslane area. But it did not deter the visitors, some of whom did the sensible thing — and took themselves inside a submarine. Outside, watchers braved the elements with raincoats, umbrellas and wellies to watch a display by helicopters from 819 Squadron.

Pictured (above) are some of the visitors on board HM submarine Valiant, being shown the boat's attack periscope by Seaman (TS) Williams.

Runner says thank you for Claire



BEFORE his death, two years ago, a former RN man was determined that his daughter's talent as a dancer be given the chance to succeed. Now the young dancer hopes to join a German ballet company after completing apprentice training next year.

Claire Monk, aged 19, at present attends the Ballet Theatre School in London. She was also selected recently as a model in a royal "Fashion for Famine" show at Grosvenor House, London, in aid of the Save the Children Fund.

Claire's father, AB Thomas Monk, served in the Royal Navy from 1948-55, later joining Leicester Senior Service Association. Sadly, he died in 1983.

HELP FROM TRUSTS

Among those helping to ensure that Claire's training could continue have been the RN and RM Children's Trust and the Royal Naval Benevolent Trust. Involved too has been the Forces Help Society and Lord Roberts Workshops.

Claire's mother, Muriel, is proud of the progress of her daughter, who will complete her BTS ballet diploma next summer.

In appreciation of help given to Claire and other young people, Mr. Dave Coleman, a member of Leicester Senior Service Association and an old friend of the family, is hoping to run a half marathon to raise funds for the RN and RM Children's Trust. Anyone willing to take part is asked to contact the secretary of the Trust, Monique Bateman, on Portsmouth 817435.



That's my girl!

PIN-UP favourite of the Royal Navy's latest "nuke," HMS Tireless, is Samantha Hudson — and you can see why. Those lovely, big, round eyes have melted the hearts of the nuclear-powered Fleet submarine's 97-man crew.

One-year-old Sam, daughter of crew member LWTR Neil Hudson, celebrated her first birthday on the day the Tireless was commissioned at Vickers Shipbuilding yards, Barrow-in-Furness.

Samantha is pictured alongside the Tireless with proud father Neil, who joined the Navy in 1975 and lives with his wife Yvonne at Plymouth.

Welfare bodies pool resources

STRONGER co-operation between two of the leading Service charities, SSAFA and the Forces Help Society, will mean improved and in some cases swifter support for thousands of ex-Service men, women and families in the UK.

The decision to establish a central Welfare Advisory Service based at the Soldiers', Sailors' and Airmen's Families Association Head Office follows full co-operation on casework in three areas on a trial basis.

In other areas where volunteers are few, one caseworker has often represented both SSAFA and the Forces Help Society.

The first pilot scheme was set up at the beginning of 1984 in Inverness-shire and the next area to join as a pilot scheme was Northern Ireland. The third area was Wolverhampton.

Reports indicated that joint organisation of this nature could be of great value to the ex-Service community.

APPLAUDED

At a meeting, many of the Service and regimental associations which provide the major part of the funds administered by SSAFA and the Forces Help Society applauded the pilot schemes and future plans for closer co-operation.

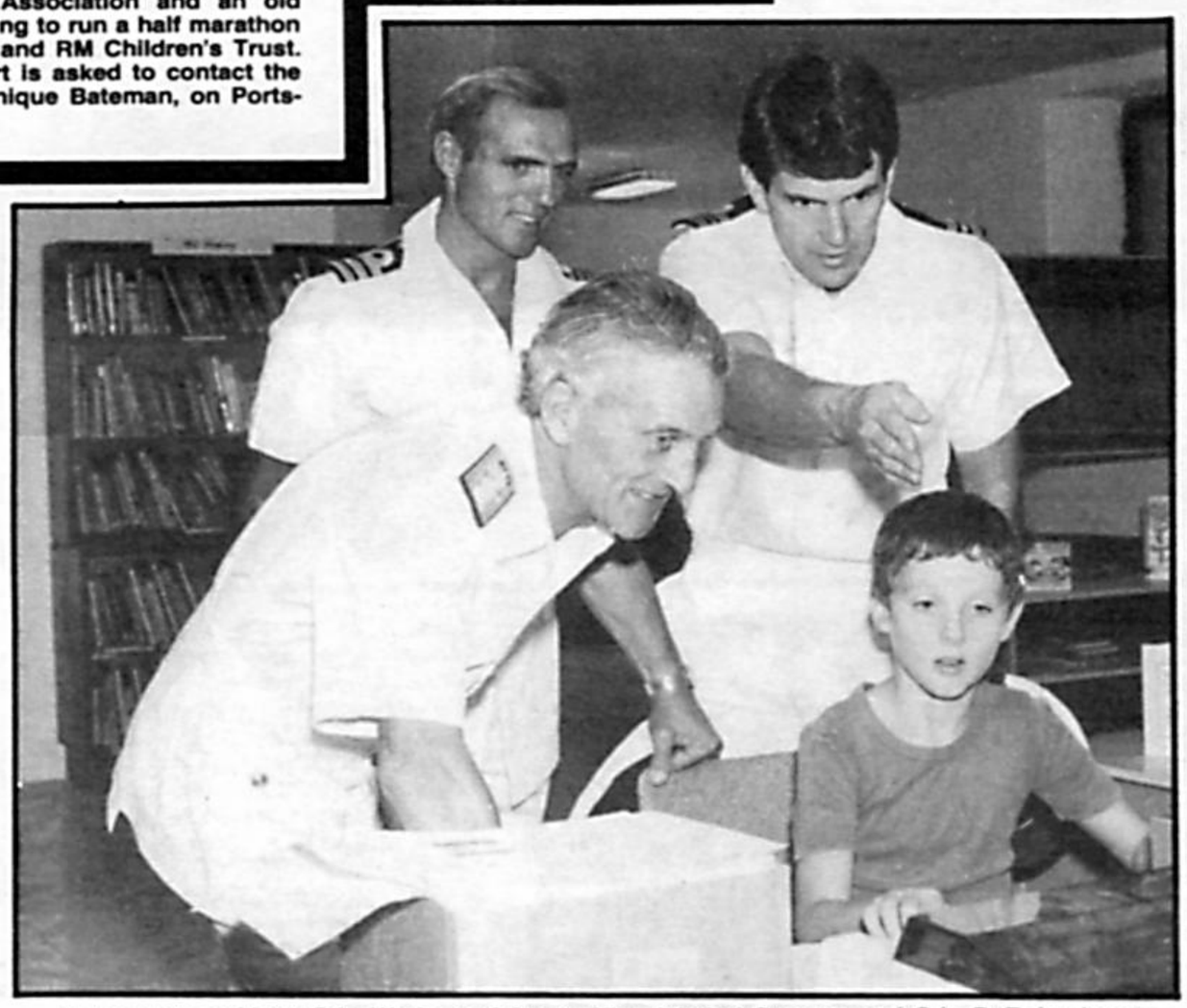
From this, closer central links have grown, assisting in local co-opertion where it is needed.

Car rent discount at your Naafi

A SERIES of discounts for Naafi customers has been put together by the car rental company Europcar.

For rentals of three days or more, a Fiesta can be hired for from £15.75 a day, and a Sierra from £20. Larger cars and vans are also available and all rates include unlimited mileage.

Discounts are also available on standard time and mileage rates at over 3,000 Europcar offices in 110 countries worldwide. Leaflets entitling Naafi customers to claim these discounts are available from all Naafi shops and clubs.



In the picture Lieut.-Cdr. Warin explains to Vice-Admiral Symons and Cdr. P. Bolas how Nolan Price is using a word processor. Picture: A. D. Amesbury

SCHOOL ON THE MOVE

THE British Forces School, Naples, a primary school for about 100 British Service children, has been forced to find a new home by persistent earth tremors in Italy's Naples area.

From September 1983 until August 1984 the school was badly shaken several times and earthquake drill replaced fire drill as the main safety practice. Finally, in August last year, a severe tremor damaged the school so badly that it was declared unsafe.

Many children were already suffering from various kinds of anxiety syndromes, and British military personnel were glad to see their children being moved away from the HQ AFSOUTH NATO base to the "calmer" region of Lago Patria, about 20 miles north of Naples.

After 12 months in temporary accommodation, the new permanent school was finally ready, thanks largely to the efforts of Capt. R. G. Evans, RN, the project officer.

Vice-Admiral P. Symons, Chief of Staff to COMNAVSOUTH and Senior British Officer Naples, officially opened the new school. Headmaster Lieut.-Cdr. M. F. Warin conducted the admiral on a tour, during which he saw the children at work, showing particular interest in use of microcomputers and word processors by pupils aged five to eleven.

Navy News

No. 377 32nd year

Editorial and business office:
HMS Nelson
Portsmouth
Telephones:
Portsmouth 822351
exts. 24194 and 24163
(editorial)
ext. 24226 (business)
GPO line:
Portsmouth 826040

Editor:
John Tucker

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NOW AND THEN Royal Navy sailors still go round the world, though not at quite the astronomical speed Peter Longhurst reckons to reach as Christmas nears next year.

At present the officer selected as the Navy's first astronaut has his feet firmly planted on the ground and is deeply immersed in training schedules to prepare him for his venture into space. His role will be to supervise the launch of one of the new Skynet satellites to enhance British military communications.

During a mission due to take seven days, his job will be to help ensure the smooth launch of a satellite designed to last seven years.

Cdr. Longhurst, a 42-year-old weapons engineer officer who has been involved with Britain's Skynet satellite programme since 1981 as a communications specialist, is working through a mass of heavy reading and a range of rigorous practical training.

Based in London, he alternates between this country and the United States, from where next December he is due to blast skywards at 15,000 miles an hour in a US Space Shuttle.

He will be in the States with the ground team next summer when Britain's first astronaut, his colleague Squadron Leader Nigel Wood, RAF, goes into space to help launch the first satellite of the Skynet 4 programme.

Cdr. Longhurst will be at the US Air Force tracking centre at Sunnyvale, California, with another colleague, MOD civilian specialist Mr. Chris Holmes, helping to see that the first satellite gets into geostationary orbit 20,000 nautical miles above the Earth before its monitoring is taken over from RAF Oakhangar in the United Kingdom.

Later in the year will come Cdr. Longhurst's own flight in the Shuttle Atlantis, orbiting at about 160 nautical miles and with half a dozen men on board. With them will be the programme's second satellite — about the size of a Mini when its "wings" are folded up.

"My job is to monitor its safe launch and be prepared to advise the mission commander on dealing with any problems," he says.

Meanwhile, much of his time is spent with fellow UK astronauts in London, immersed in mountains of paperwork and manuals, interspersed with visits to companies and establishments linked with the project.

Regular medical check-ups are also involved in the programme, and he has to maintain a high standard of fitness.

Round the globe at a rate of knots . . .



LOOKING forward to Christmas 1986, by which time Cdr. Peter Longhurst plans to have helped launch a communications satellite while orbiting the Earth. His flight will be by US Space Shuttle, in model form here with the rockets and fuel tank which will boost it into space.

A MAN AND HIS MISSION

AFTER the first Skynet satellite launch next summer, Peter Longhurst will be based semi-permanently at the Johnson Space Centre, Houston, and the Kennedy Space Centre, learning more about life in space, including such essentials as how to prepare meals.

His launch will be from Cape Canaveral, although the landing place has yet to be decided. It may be Edwards Air Force Base, California.

During Cdr. Longhurst's flight, Sq. Ldr. Nigel Wood and his "back-up," Lieut.-Col. Richard Farrimond, Royal Signals, will be at Sunnyvale, while Cdr. Longhurst's "back-up," Mr. Chris Holmes, will be at the Johnson Space Centre, Houston, as technical adviser.

Although the Skynet programme should benefit MOD and all the Services, the Navy is rating it particularly highly, contributing about 80 per cent of programme costs from its budget.

SECURE

Already the Navy uses a variety of satellites, but the new ones will offer enhanced facilities as this form of communication is added to RN ships. The new satellites will provide a secure and flexible "round the clock" service, with multi-frequency capability — ultra high frequency (UHF) for submarines and super high frequency (SHF) for surface ships.

Apart from their primary duties as "payload specialists" the British astronauts are involved in secondary tasks. Visits to companies and establishments involved in these projects are on their current schedule.

In Cdr. Longhurst's case these will include experiments involving measuring levels in the fuel tanks, possibly involving fluorescent dyes. "In space liquids don't always sit in the bottom of tanks," he said. There is also what he describes as a "sloshing" experiment involving the behaviour of liquids.



AN ARTIST'S impression of a Skynet 4 satellite, two of which are to be launched next year to enhance British Service communications.

For another company there will be a crystal-growing experiment — apparently crystals grow bigger and purer in space. Another task will be a study of behaviour patterns in space, probably involving monitoring devices.

ASKED if as an engineer officer who has done his time at sea he won't feel something of a "fish out of water," Cdr. Peter Longhurst made it clear that while this is a special job and unique opportunity, he is still very much a Navy man.

With qualifications and recent career experience which made him a possible for the job, he was delighted to have been selected from a fairly short short list — and he isn't fussed that the RAF is going first.

But he makes it plain that the life is not all glamour. "There's a huge amount of technical reading, many visits and much tedious work and planning so that we make target date."

IMAGE

Cdr. Longhurst fits neatly into the image of the mature, phlegmatic astronaut we have come to recognise on our TV screens in recent years. "Whizzkid jet jockeys are not what they are looking for," he says.

But clearly this is more than just another job. He may not be the first Briton in space, but he's bound to be remembered as the Navy's space man wherever his naval career takes him next.

Before this rather special assignment his career has included appointments to HM ships Tenby, Gurkha and Rhyl, and shore jobs which have included HMS Collingwood and Chatham.

Cdr. Longhurst, a bachelor, trained at BRNC Dartmouth and RNEC Manadon, where he became a bachelor of science and member of the Institute of Electrical Engineers.

Of his present job he says: "The business we're in — and in a way it's a bit like getting on at Dartmouth — is being in the right rig, in the right place, at the right time so that we can help crew the Shuttle and advise the American mission commander. That is what we are there for and we are totally dedicated to that primary role of seeing that the satellite is in the right place at the right time."

Apart from the secondary experiments, there was also a public relations aspect. If it drew attention to the Navy and its expertise — that was fine.

"It really is a super job for a stint of two years or more — not really one like it."

He's even been quietly floating the idea that someone should revive — with its new significance — that famous old slogan "Join the Navy and see the world."

Join the Navy — and see the world!

Autumn Train 85 comes on heavy

TWO of Britain's three aircraft carriers as well as a dozen other Royal Navy vessels took part in the national exercise Autumn Train 85.

The heavyweights, HM ships Invincible and Illustrious were escorted by HM ships Newcastle, Beaver, Jupiter, Achilles, Cleopatra and Scylla. Three RFAs and the submarines HMS Splendid and HMS Oracle were attached to the group.

The exercise, which started in the English Channel and ended at Gibraltar, covered all aspects of training — including the use of BP tanker British Tamar for refuelling at sea.

On October 26 Admiral Sir David Williams relinquished his appointment as Governor and Commander-in-Chief of Gibraltar, and embarked with Lady Williams in the Illustrious for the voyage home.

When the ship passed through the Channel she welcomed on board the mayors of the Cinque Ports, with which she is affiliated. She later berthed at Rosyth to prepare for a Joint Maritime Course followed by visits to Hamburg and Newcastle.

● *HMS Scylla's Falklands deployment — Page 17.*



Ships of the Autumn Train group in formation. In the foreground is the carrier HMS Invincible. Next to her is HMS Beaver and two Exocet-armed Leader-class frigates. The other ships are HMS Illustrious, RFA Fort Austin and, farthest from the camera, RFA Brambleleaf



JUST A DROP IN THE OCEAN

DIVERS and a Sea Rider work to recover an anti-submarine helicopter which ditched in the sea off Portugal after taking off from HMS Illustrious during Exercise Autumn Train. No one was hurt in the incident and the helicopter, although sustaining some damage, was successfully recovered.

Princess Anne in Armistice Day visit to WRNS at Portsmouth

ROYAL DAY AT NELSON

FOR WRNS and other naval personnel in HMS Nelson, Armistice Day was one of royal ceremony when Princess Anne visited the Portsmouth establishment in her capacity as Chief Commandant WRNS. She met many of the Servicewomen at Nelson and presented the McJimpsey Trophy to Wren STD Amanda Platt, outstanding trainee of the year at the RN Supply School, HMS Raleigh.

The Princess also planted a commemorative magnolia tree in the garden of the WRNS Quarters.

On her tour of Nelson she wore for the first time a new feature of WRNS uniform. Her hat bore a wide, light blue band above her hat band, unique to her rank as Chief Commandant.

The change was approved by the Queen only a few days before, in addition to a new style of hat band for other senior WRNS officers — a single, light blue band for those holding the rank of Chief Officer, Superintendent and Commandant.

Before the new regulation was introduced, the WRNS was the only women's Service without hat markings to distinguish senior officers.

When the Princess arrived at Portsmouth, landing at HMS Vernon in a helicopter of the Queen's Flight, she was greeted by the Lord Lieutenant of Hampshire, Sir James Scott; the Flag Officer Portsmouth, Rear-Admiral Anthony Wheatley; the Captain of Vernon, Capt. David Husband; and the Lord Mayor and Lady Mayoress of the city, Cllr and Mrs Fred Warner.



Wren STD Amanda Platt receives the McJimpsey Trophy from Princess Anne. Amanda, whose husband is a steward in the Royal Yacht, was top trainee of the year at the RN Supply School, HMS Raleigh. The Commodore of HMS Nelson, Commodore Jack Howard, is on the Princess's right.



Fit for a Princess ... Accompanied by the establishment WRNS officer, Second Officer Shelley Rees, Princess Anne meets Wrens during a work-out in HMS Nelson's gymnasium. They are (from left) CWren Lin Allitt, POWren Kim Toms, Wren Ann Massey, and Wren Susan Scott.

Victory guest

PRINCESS Anne, Chief Commandant of the WRNS, was the principal guest at a Trafalgar Night dinner given by the Commander-in-Chief Naval Home Command, Admiral Sir Peter Stanford, in the Great Cabin of HMS Victory on October 21.

During a ceremony on board the Victory that morning, Admiral Stanford and other officers laid wreaths in the cockpit where Lord Nelson died 180 years ago.

Careers career could be yours

CONDITIONS for the entry of warrant officers and chiefs into the Careers Service are explained in a new announcement on the subject.

Applicants will be considered providing they have not more than two years and not less than one year to serve to complete their engagement. In all cases, applicants must be under the age of 45 on their terminal date.

Careers advisers may continue to serve for additional periods of five years up to age 55 provided their services are required for that length of time.

It is the policy of the Director of Naval Recruiting to enable a careers adviser to serve at the office of his choice, where this is possible, but compulsory drafting may be involved.

After three years seniority in the Careers Service, careers advisers become eligible for consideration for promotion to lieutenant (CS).

DCI (RN) 378

☆ Paperbacks

RECREATIONAL books in the Royal Navy are in future to be classified as consumable stores, and are no longer to be returned to the Royal Clarence Yard.

Existing stocks of hardback books at the RCY are to be exhausted, after which recreational libraries will be replenished principally with paperbacks supplied direct from booksellers.

Books which become surplus to requirements should be disposed of locally at the discretion of commanding officers.

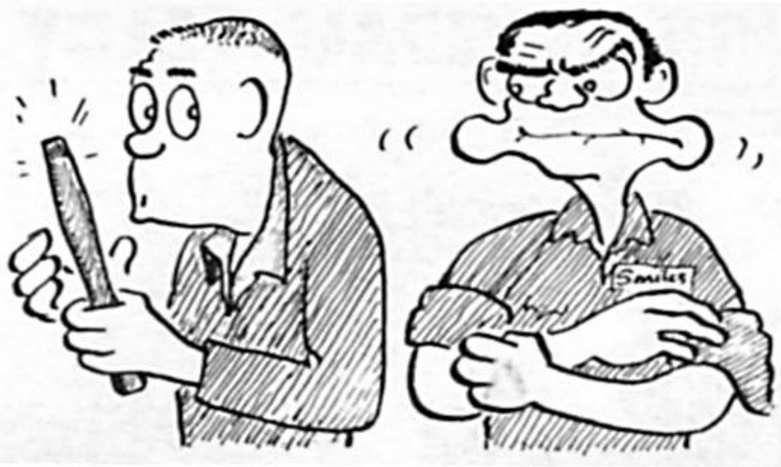
Ships paying off should return their recreational libraries to the nearest Base Education Centre.

DCI (RN) 409

☆ Anti-flash

STOCKS of anti-flash hoods and gloves are now sufficient to enable the increase in scale allowances to be implemented with immediate effect. Further increases will be issued as soon as supplies permit.

DCI (RN) 412



New shaft will hit shrink problem on the head . . .

WHEN anyone uses a hammer in which the wooden shaft has shrunk, "flying off the handle" can take on a new and painful meaning — usually to the other fellow.

An announcement says that the current range of striking tools supplied for Fire and Repair Party Post (FRPP) and Damage Control Lockers (DCLs) do in fact have wooden shafts, which tend to deteriorate during prolonged storage. This can create a hazard when used.

To obviate the danger, the Royal Navy is to get a new range of striking tools, fitted with fibre-glass shafts. The shafts will be red in colour to clearly identify that they are only for FRPPs and DCLs.

DCI (RN) 397

GET WISE on DCIs

GO WEST FOR DIY TRAINING

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

THE USE of Weapon Engineering Sea Training (WEST) self-teach guides for the 15 currently existing pre-joining courses (PJT) has been approved.

The guides comprise WEST phase 1. Further guides will be issued in due course.

The concept of WE sea training has been introduced to describe training which takes place at sea as a self-contained onboard package to replace a PJT course now cancelled.

WEST courses should be clearly differentiated from on-job training (OJT), which is designed to reinforce and complete PJT courses given ashore.

Equipments covered by WEST are, in the main, small, self-contained, and relatively uncomplicated.

It is intended that formal instruction in HMS Collingwood on these 15 courses should cease from September 1985. Subsequently WEST courses only will be available.

Trainees booked on courses from September 1985 onwards for PJT courses covered by WEST will be removed from the list, and will be required to draw the relevant WEST documentation after joining their ships.

The rating should use the appropriate guide on board his ship or submarine to teach himself the equipment by following the instructions at the front of the guide, though he may need occasional help from an officer or senior rating.

DCI (RN) 395

☆ Porton tests

ADDITIONAL pay up to £90 can be earned by service men or women volunteering to take part in medical studies and tests of defence equipment at the Chemical Defence Establishment (CDE) at Porton near Salisbury.

For an individual the tests last about a fortnight, and cover the period January 6 to December 19, 1986.

DCI (RN) J405



"Ruddy cowboys!"

RAF to limit hand luggage

PASSENGERS staggering on to air liners with vast rucksacks, teddy-bears as big as themselves, and imposing looking skis are a source of irritation to those clutching their regulation size hand baggage.

They are also, of course, a source of danger.

It has been noted that passengers on Royal Air Force administrative trooping flights "are carrying increasingly excessive amounts" of large and heavy items — constituting a flight safety hazard.

SIZE

Therefore the RAF, in common with commercial airline practice, has imposed limitations on the size and weight of hand baggage, as well as on the types of article that people may carry with them.

The sum of the outside dimensions of the hand baggage is not to exceed 45in., nor must the weight exceed 9lb.

DCI (GENERAL) 102

☆ SSAFA move

THE HEAD office of the Soldiers', Sailors', and Airmen's Families Association has been moved to 16-18 Old Queen Street, London SW1H 9HP (telephone 01-222 9221, or through the military network).

DCI (RN) J406



Sovereign wish HM Forces everywhere a Happy Christmas.

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Second Officers now by seniority

COMMONALITY is the word which links the Women's Royal Naval Service to the Royal Navy, but achievement can only be "as far as possible".

Another step has been taken, however, in the Admiralty Board decision that promotion to second officer is to be based solely on seniority as a third officer, thus introducing a completely automatic system on the lines of male promotion to the rank of lieutenant.

The official announcement explains that experience has shown the need to change the current combined selective / automatic process.

The disadvantage lies in trying to select officers for promotion very early in their careers when promotion boards have only one or two reports upon which to make a judgement.

Non-graduate officers will now be promoted on reaching three years' seniority as a third officer. Graduate officers will get a year's seniority in respect of the degree.

Safeguards have been introduced to ensure that existing graduates awarded seniority gains under the current rules will not be in a position to overtake officers who had been promoted earlier by selection or service.

The announcement adds that entrants to the E and I specializations will be awarded seniority in respect of their degrees, civilian experience, and performance under training, on the same basis as their RN counterparts.

DCI (RN) 403

☆ Salvage

A SALVAGE award has been made to HMS Bickington for services to the motor fishing vessel Ocean Crest on February 13, 1983.

(Announcement dated October 18, 1985)

☆ Charity funds

THE CHARITY Commissioners have made schemes for the Royal Navy and Royal Marines Dependants' Fund, and the Officers' Dependants' Fund.

(Announcement dated October 25, 1985)



"I take it you don't approve of all these changes, Chief?"

NEW SKIRT 'OPTIONAL'

A NEW made-to-measure separate skirt is being introduced for women officers in the Royal Navy for wear "on appropriate occasions."

The skirt, made of the same worsted / polyester material as that used for RN officers' working trousers, is similar in style to the current uniform skirt.

It is intended for wear with number 5J and 12 dresses. It is not intended to match, or to be worn with, the uniform jacket.

New-entrant officers will get one skirt in their initial outfits. It is not a requirement that the skirt be maintained as a compulsory item after initial training, its wear being optional, but serving officers may take advantage of the contract if they so wish.

DCI (RN) 391

ACTION COVERALL READY BY 1987

The shape of things to come

UNIFORM and clothing improvements approved but not yet implemented are referred to in an official progress report.

Regarding the action coverall, says the statement, Fleet requirements are being bought over two years, and introduction is planned for 1987.

New socks and WRNS officers' separate skirts are referred to in other DCI items on this page.

● The sole manufacturer of the WRNS lightweight suitcase has ceased trading, and with reasonably-priced alternatives being unavailable, it has been decided to issue new entrant ratings with a second kit bag (scheduled for autumn 1985).

● For WRNS slacks, three loan pools are being created at Raleigh, Nelson and Cochrane, from which individual establishments will draw all requirements for female personnel engaged on temporary duties for which slacks are appropriate.

ARTIFICER'S BADGE

● Introduction of the new charge chief artificer's badge was delayed, with issues now planned to start in autumn.

● RN and WRNS ratings in the Supply and Secretariat branch or category, and WRNS ratings in the Ops (Comms), met obeserver, photographer, and MT categories are to wear badges in accordance with the 4-tier system (autumn 1985).

● New-style Royal Marines blue greatcoats (replacing the khaki) have been approved for wear on ceremonial occasions, with introduction expected early in 1986.

● The new Royal Marines raincoat with set-in sleeves has been introduced initially, for cash sales only. Purchase of the new design will be arranged progressively as kitting-up stocks of the old style raincoat are reduced.

● Delivery of the all gold-on-blue specialist qualification badges for wear on the RM No 1 blue uniform is expected to be completed by late 1985.

HEAVY WOOL JERSEY

● Proposed improvements for which approval has yet to be obtained include V neck heavy wool jersey, windproof jacket, and UK summer rig as an optional alternative to officers' No 12 dress and senior ratings' No 2N dress.

● Trials have begun to test flame-resistant garments in the easy-care material NOMEX, and also No 8 working trousers manufactured in a higher-quality cotton yarn which it is hoped will overcome the material weaknesses apparent in some current FR cotton trousers.

● Consideration is being given to the replacement of cooks' polyester / cotton trousers so as to remove the melt hazard associated with thermoplastic materials.

● The long-sleeved jacket introduced for wear ashore has been found unsuitable for wear in ships, and action is continuing to identify ways of providing increased upper body protection.

DCI (RN) 392

A blend to sock it to them ...

THICK or thin, the present socks in the Royal Navy do not seem to be designed to put the Services on the best footing.

An announcement says the thick socks currently provided are made of 100 per cent polyester and therefore present a melt risk when the going gets really hot, and in any case cause many wearers to experience discomfort.

Thin socks in 100 per cent wool are not hazardous, says the statement, but are prone to substantial shrinkage.

HAPPIER DAYS

This has all led to a review of hosiery, and to the promise of happier days for toes.

Socks of improved quality are to be introduced, both thick and thin patterns being in a blend of 80 per cent wool and 20 per cent nylon, "and will provide the optimum comfort and durability while avoiding a melt risk on exposure to intense heat."

The socks will be available for both officers and ratings, but the thin ones will not be introduced until the present all-wool pattern have been used up.

DCI (RN) 380

☆ *Moving control*

NAVAL Air Command is to get transportable visual control rooms (TVCR) during the forthcoming refurbishment and modernization of air traffic control facilities at RN air stations, satellite airfields, RNAYs and ranges.

DCI (RN) 411

WHY YOU NEED TO MAKE A WILL . . .

MAKING a will is not a subject high in popularity charts, but personnel have been given a reminder that failure to do so can result in additional distress to the bereaved.

Considerable sums of money, in the form of gratuities and other benefits, may be involved, and the making of a will is a prudent precaution to ensure that an estate is distributed in the way it was intended.

In particular it should be noted that the nomination as next-of-kin on service forms confers no legal status on that person, giving no right to succeed to all or part of the estate of the serviceman making the nomination.

The only purpose of the nomination is to provide the names of those whom service personnel wish to be informed in the event of death or serious injury, though in practice the principal beneficiary under a will may well be the next of kin.

Personnel are strongly advised to consult a civilian solicitor when making a will.

Where professional legal advice is not readily available, or if an individual prefers to make his own will, the MOD Form 106 can be used. In the latter case, guidance is given to avoid errors.

DCI (RN) J414

☆ *Pension plan*

PERSONNEL who enter the armed forces later than normal for their age may use the scheme to buy added years for pension purposes.

A review has now taken place of the contribution rates and reduction factors to be applied where retirement occurs before age 55.

All new contribution rates (unlike existing tables) allow for full credit of added years to be granted in cases of death in service or invalidity.

DCI (RN) J 386

☆ *City steward!*

LEADING Steward candidates who qualify professionally for advancement through passing the fleet examination will in future be eligible to sit the 707/1 (Food and Beverage Service) certificate examination of the City and Guilds.

While there will be no limit on the interval between passing the fleet examination and applying to sit City and Guilds. Section III of the study guide for leading steward must be completed satisfactorily.

DCI (RN) 410

☆ *Inventions*

REVISED regulations on inventions are now set out in chapter 53 of QRRN (BR 31), change no. 66. An official announcement explains the law governing the ownership of inventions made by Ministry of Defence employees.

Besides the ex-gratia awards from the Herbert Lott Trust Fund for inventions and technical suggestions, personnel can make application for compensation in respect of patented inventions.

DCI (RN) 408

COLOUR PRINTS OF HMS ARK ROYAL



To celebrate the commissioning of **HMS Ark Royal** on 1st November, 1985, the Wardroom commissioned an oil painting of the ship by Mr. J. Mark entitled "Departure", showing the **Ark Royal** sailing from Portsmouth, her home base

Fine art quality prints of the painting, measuring 30" x 20", are available exclusively from the ship at **£4.99 EACH** (inc. P & P)

Additionally, copies of a limited edition of 250 numbered prints signed by the artist and the ship's first commanding officer are available at £25 each

Orders, accompanied by a cheque for the appropriate amount payable to:

THE CENTRAL FUND, HMS ARK ROYAL

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Lt. F. E. F. Price, RN
HMS Ark Royal, BFPO Ships

Opossum bears gifts to Bury

WHEN the submarine HMS Opossum visited her affiliated town of Bury St Edmunds, she did not go empty-handed. Her visit was marked by the presentation of a cheque for £800 to a local unit run by the Spastics Society, the money being raised by a sponsored "stop smoking" campaign and a marathon cycle ride.

The unit, a family centre for children in care, is the Opossum's adopted charity. The stop smoking campaign was managed by MEM Taff Sillman and raised £180, while the marathon raised more than £300 and was ridden by a team who left from HMS Dolphin to meet the boat at Bury.

Earlier, in February, a sponsored "slimathon" on board by Canadian Lieut Greg Cottingham also raised £300 for the unit, which used its gifts to buy furniture, toys, a home computer and BMX bikes.

HMS Opossum's five-day visit to Bury involved a tricky passage up the narrow River Orwell to Ipswich Docks. On board was the Mayor of St Edmundsbury, Cllr Roy Whitwell, and when she berthed the Opposum was greeted with music by the Band of Ipswich and Felixstowe Sea Cadet unit.

Events ashore included a buffet lunch hosted by the Mayor, a trip to the Greene King Brewery, and sports matches — including a hockey fixture against the local ladies' team who won 8—4.

Several hundred people visited the boat during the time she was open to the public, and when she departed she embarked eight Sea Cadets for the trip as far as Harwich.

Penelope puts on sparkling display

FRIGATE HMS Penelope made sure that Guy Fawkes Night was celebrated in spectacular fashion by the people of Port Stanley.

Anchored in Stanley's inner harbour, she staged an impressive fireworks display for the islanders. Several hundreds of pounds worth of fireworks were set off in a half-hour display designed specially before she left for the South Atlantic by a fireworks manufacturer.

Meanwhile, at home, the Penelope acquired a new pin-up in her absence. Alison Scott of Lytham, Lancs., has succeeded Sarah Parks to the title of Miss HMS Penelope.

The acquisition is one of the benefits enjoyed by the ship through her links with Guardian Royal Exchange, and among the judges at the beauty contest finals in London was Capt Paul Sutermeister RN, currently serving in the Ministry of Defence.



HMS Penelope lies alongside the forward repair ship RFA Diligence in San Carlos Water. The helicopter on the Diligence's flight deck is an S61 on charter to the Ministry of Defence

Battleaxe hosts Army gunners

MEN FROM the Battleaxe Company — the 74th Battery of the Royal Artillery — were given a taste of naval life when they visited HMS Battleaxe at Den Helder.

Ship and gunners have had a long-standing affiliation, and one of the frigate's most prized possessions is a replica of a battleaxe recovered during the capture of Martinique from the French in 1809.

It was presented to the ship by the Battleaxe Company, who played a significant part in the Martinique action and received the original axe.

The regiment is based at Dortmund, West Germany, so there was an ideal opportunity for a visit when HMS Battleaxe spent three weeks at the Dutch naval base of Den Helder for a maintenance period and to relieve HMS Brilliant as flagship of the Standing Naval Force Atlantic.

While on board, the artillerymen were entertained at all levels — from the wardroom to the junior rates' messes.

DORTMUND

Highlight of their visit was the traditional parade of the battleaxe at colours. The Battery's tallest man is selected to carry the axe, and he has to wear a moustache during his time as axe bearer.

An exchange party from the ship was similarly entertained in Dortmund. Priority was given to a very good run ashore to Hamburg.

From Den Helder, the Battleaxe sailed with STANAVFORLANT for a work up, followed by visits to Bremen and Rosyth.

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Break-dancer on the beat



COULD this be the break-dance champion of the Falkland Islands? RO(G) John Meikle has found a novel way of using the broad acres of the Falkland Islands patrol vessel HMS Sentinel.

Here he has persuaded some of his shipmates to join him in a little fun-dancing to music emanating from his powerful "boogie box" placed strategically on the after deck.

The Sentinel, pictured right breasting the South Atlantic swell, is the "flagship" of the FI Patrol Squadron which includes the smaller vessels HMS Guardian and HMS Protector.

All three, under the overall leadership of the commanding officer of the Sentinel, Lieut.-Cdr. Tim Burne, are used mainly for coastal surveillance in search of possible intruders.

But the FIPVs are also called on to fulfil tasks as ferries and troopships — the latter proving an interesting experience for the soldiers as the vessels roll at the slightest pretext.

Since the ships commissioned, many distinguished visitors have called on the squadron, including Lord Shackleton; the Commander-in-Chief Fleet, Admiral Sir Nicholas Hunt; the Deputy Chief of the Defence Staff, Vice-Admiral Sir John Woodward, the former Governor of the Islands, Sir Rex Hunt and Lady Hunt; and the Flag Officer First Flotilla, Rear-Admiral Robin Hogg.



Falklands Peace Patrol

Poignant visit by Sir John

FOR the first time the man who led the Royal Navy Task Force to victory in the South Atlantic views the completed war memorial at Blue Beach Cemetery, San Carlos.

Deputy Chief of the Defence Staff, Vice-Admiral Sir John Woodward, was a rear-admiral at the time of the Falklands War and was making his first visit to the islands since the conflict.

Herald may give her name to rock

SURVEY ship HMS Herald is well on her way to making her mark permanently on the Falkland Islands. Subject to Admiralty assent, a 100-yard ridge in Byron Sound will be named Herald Rock.

The ridge, which is exposed at low tide, is unmarked on charts made more than a century ago, but it did not escape the notice of the Herald.

The ship has discovered many rocks during her three-month deployment, but the ridge in Byron Sound was the biggest surprise.

Now the Herald's commanding officer (Cdr. Bill Frisken) has asked MOD Navy to allow the ridge to be named after the ship. Permission will not be granted until further research has been carried out, but hopes are high that the request will be considered favourably.

HMS Herald, due to return to Plymouth on December 2, ended her 1985 surveying season with work in West Falkland. That task involved the landing of a 20-strong camp party who worked in conjunction with two surveying boats and the chartered vessel mv Forrest.

During a last visit to Port Stanley before her return, the Herald fielded her rugby XV against a team from the Army 266 Signal Squadron, winning 24—0.

On the way home, the Herald traversed the Patagonian Canals, where it was warm enough and calm enough to play a deck hockey knockout tournament on the flight deck. Among the South American ports visited on the return voyage was Valparaiso in Chile.





HMS Herald's fo'c'sle party work during a snowfall.

All set for a snowball fight ashore . . . from left, LAEM Steve Bone, MEM(L) John Buffone, MEM(L) Mac McGrath, S(SR) Tony Roy, WEM(O) Pete Simmons, MEM(L) Scouse Quinn and AB(SR) Ken Smith.

Christmas duty ships arrive

AMONG the most recent arrivals in the Falkland Islands are the frigates HMS Scylla and HMS Achilles and the fleet tanker RFA Blue Rover. They reached the patrol zone in mid-November and their deployment will span Christmas.

Before they left, the Scylla and Achilles took part in Exercise Autumn Train, the Scylla became the first winner of the new Fleet Communications Trophy and celebrated her first year at sea since her major, mid-life refit.

In that 12 months she steamed 25,000 miles, crossed the Arctic Circle, fired a Seawolf missile in the Mediterranean and used her mid-ship RAS points for the first time.

On her way to the Falklands the frigate stopped off at Gibraltar for rest and sport — and the presentation of the Communications Trophy by the Flag Officer Second Flotilla, Rear-Admiral William Thomas.

Merry Christmas & a Happy New Year

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Navy learns Mexico 'quake lessons

Rescue men pass on new knowledge

TWO Royal Navy light rescue instructors who spent 13 harrowing days aiding relief efforts in the Mexican earthquake disaster have lost no time in applying lessons learned to their work back home.

During their mission to Mexico City, CPO(Ops)(S) Fred Gleave, PO(MW) "Tiny" Height and a team of London fire officers, all under the direction of a Home Office fire inspector, located three live babies as they searched through rubble ahead of teams of rescue workers.

During their probing they used "magic eye" thermal imaging cameras, which have already proved immensely valuable in firefighting and are now being introduced throughout the Royal Navy.

Expertise

CPO Gleave said: "The experience and expertise gained by PO Height and myself working with the fire officers in this tragedy will prove to be paramount for any rescue operation mounted in future for disaster relief by the Royal Navy."

The two Navy men, who help teach instructors at Phoenix NBCD School, Portsmouth, in the latest methods of firefighting, damage control and evacuation, faced formidable obstacles in their Mexican work.

As well as having to work long, hard days amid the horror of death they initially faced exhaustion through lack of food and sleep and the effects of inoculations and the thin atmosphere.

And if this was not enough CPO Gleave, for his pains, came close to being shot on one occasion by a nervous sentry when he was mistaken for an intruder at one well-guarded site.

But there were compensations, such as the friendly co-operation and enthusiasm of the British Embassy staff who gave them meals and the happy collaboration with other national relief teams. Many firm and lasting friendships were made.

As the British team left Mexico City the pilot of their plane announced that they were on board.

"The Mexican poeple applauded us and several women shook our hands, some of them in tears," said CPO Gleave. "We found this within the city while we were working or between jobs. People just wanted to thank us and show their appreciation."



SEARCH PARTY

● *Taking a well-earned breather in the Mexican rescue operation: PO(MW) "Tiny" Height (bearded, centre) and CPO(Ops)(S) Fred Gleave (in white helmet) with Home Office fire inspector Mr. Norman Roundell(left) and London fire officers John Elliot, Paul Quick and Joe Bishop.*

Homes centre moves

WITH the sale of the Rowner 2 complex imminent, the Gosport-based short-term family accommodation centre is moving before Christmas from Nimrod Drive to Savage Close at Rowner.

It means that the scheme will still have properties available in an area convenient for Gosport, Fareham and Portsmouth. Three-bedroomed houses are £43 a week and two-bedroomed maisonettes £38.

Inquiries are welcomed by the manager and her staff: STFAC, 64, Savage Close, Rowner, Gosport, PO12 9QA. Tel: Gosport (0705) 528235.

Orkney host to Minister

WHILE on Fishery Protection duties in the North Sea, HMS Orkney played host to Armed Forces Minister Mr. John Stanley, who spent a night on board and spoke to most of the ship's company.

Later, the ship was due to make a four-day squadron visit to Hamburg in company with HM ships Jersey, Stubbington and Bickington.

Christmas crackers!

With HMS Endurance due to spend Christmas in South Georgia this year as part of her current six-month Antarctic deployment, some of the lads decided to stock up with traditional walnuts as the ship visited Cadiz on the way down south. Shelling out in the market are, from the left, LA(Met) Dennis Law, AB(R) "Fred" Pontin and AB(R) "Fingers" Pearson.

Picture: LA(Phot) John Hickin



Divers recover cartridges, missile

'KIRK' FINDS AMMO WRECK

DIVERS from HMS Kirkliston investigating a wreck in the English Channel recovered items which identified it as a First World War ammunition ship carrying a large quantity of ordnance.

The ship's survey of the wreck, seven nautical miles south of Anvil Point in Dorset, was one of several minehunting tasks in which she was involved in October and November.

After the Kirkliston had located the wreck, her divers made a total of 17 dives during a period of strong spring tides and recovered a number of live cartridge cases.

Later, during a well-earned stand-off in Dartmouth, the ship was diverted on a priority task to Cardigan Bay, Wales, to search for a missile lost from the Aberporth Range during trials.

After 36 hours the missile was located by sonar and recovered intact by the ship's diving team. It was then returned to the Aberporth trials team.

From there, the ship sailed direct to the Clyde Exercise Areas for MCM operations, leaving on November 6 for Guernsey, where she took part in the Remembrance Day ceremony in company with HMS Hubberston.

The Kirkliston, which pays off this month in Rosyth, returned to Portsmouth on November 11 after an unplanned absence of some five weeks.

CAVALIER MAY BE SAVED

HOPES are increasing that Britain's last wartime destroyer afloat in this country may after all be saved from the scrapyard.

HMS Cavalier, a floating museum at Brighton, faces a debt of £150,000 — and warnings by the bankers that the loan may have to be called in.

The destroyer is owned by The Cavalier Trust, a registered charity which last year made it possible for an average of well over 1,000 people a week to tour the ship.

RESCUE

At first it seemed that the financial crisis was insoluble: the Trust had rescued the Cavalier on a bank loan of £65,000 in 1977, an amount which has accrued to the present debt. And poor public attendance in the first half of this year was not helping.

However, a "Save the Cavalier" Fund was launched by the Daily Express in August, and so far has attracted £15,000 in donations. In addition the Trust is proceeding with negotiations to attract commercial sponsorship.

"We are not giving in," said Vice-Admiral Sir Ian MacIntosh, head of the Trust. "The bank feels enough is enough, but they are being very patient and we have a reasonable hope of success if we can gain sponsorship."

There has also been an encouraging rise in the number of visitors to the ship in the second half of this year, which in September and October represented a rise over the figures for the corresponding months in 1984.

"The ship is now looking very good and we have plans to improve her further," said Admiral MacIntosh. "Since we bought her we have worked continously to improve her looks, thanks to a great deal of help — much of it voluntary."

Future work would include the installation of a new inspection port through which visitors could view the engine room, and the final conversion of two



Cavalier: scrapyard looming

mess decks into a museum, possibly stocked with help from the Science Museum.

Among those who have already donated to the Cavalier appeal are Royal Naval Association branches, including Wigston and Leicester. Further contributions to the appeal may be made to The Cavalier Trust, HMS Cavalier, Brighton Marina, Brighton, BN2 5UF.

In September the HMS Cavalier Preservation Society was formed and so far has attracted more than 100 members. The organisation has the full support of the Trust and is chaired by one of the staff on board the Cavalier, Mr D. F. Palmer.

Minimum subscription for membership is £5 a year (£100 for life membership) and the aims of the Society are to maintain and preserve the ship and its display items, and to encourage members to give voluntary help.

FASTEST

President is Admiral Sir Lindsay Bryson, and Secretary and Treasurer is Mr G. Thomas, HMS Cavalier, Brighton Marina, Brighton, BN2 5UF, tel. (0273) 699919.

The Cavalier, which in 1971 won a competition to decide "the fastest ship in the Fleet," was finally paid off in the following year. She was launched in 1944 and entered service just in time to see action escorting the final convoys to Murmansk.

Diving test volunteers sought

VOLUNTEERS from the Submarine Service are being invited to take part in a series of simulated dives next year for medical research linked with submarine escape and rescue.

There will be 15 week-long tests carried out at the Admiralty Research Establishment Physiological Laboratory at Gosport between January 10 and June 6, 1986, involving separate groups of five submariners — all of whom will receive about £500.

Applicants should contact the Senior Naval Medical Officer at ARE(PL) on Portsmouth Naval Base Exchange 41769.

PEOPLE in the NEWS

DJ Brian swops ocean waves for air variety

HOPING to forge a full-time career in radio when he leaves the Royal Navy in two years is CPO Brian Cook, presenter for the past 12 months of Radio Victory's "Navy Night" show.

Brian became interested in local radio while working for the Submarine Flotilla public relations staff three years ago. A programme he arranged for a submarine visit to Newcastle won a national award, and he was soon putting in the occasional guest spot on Portsmouth's commercial radio station.



Bend it, shake it! CPO Brian Cook has trouble with a floppy disc in his Radio Victory studio.

A submariner for 22 years, Brian is on the staff of the 1st Submarine Squadron based in HMS Dolphin. When duties allow, he takes his tape recorder around the Fleet to get interviews and opinions for his once-a-week "Navy Night."

His first programme wasn't much of a lark when he discovered half his records were warped.

"It had been a hot day and I'd left them in the back of my car," explains Brian.

On top of that, only one turntable was working, so he had to fill in the gaps and cue in the next record at the same time.

Undeterred, Brian went on to treble his audience figures, and is looking forward to a new career on the airwaves in his home town of Manchester.



HMS Resolution's Sound Room should have absolutely no trouble in keeping up with the Joneses. Four of them work in the department. Pictured above, they are (standing, left to right), LS(S)(SM) Trevor Jones and CPO(OPS)(SM) John Jones; and (kneeling) PO(S)(SM) Ian Jones and AB(S)(SM) Gary Jones.

MEN OF RESOLUTION

WO **Bob Nelson** has left HM submarine Resolution after 14½ years in the Starboard crew. Since May 1971 he has completed 25 deterrent patrols and two and a half refits.

Bob has also held down all the jobs a senior rating can in an SSBN "back aft," culminating in his qualification as an engineer officer of the watch on the nuclear propulsion plant.

He is leaving the Navy in March after 30 years. Before he left the Resolution, Bob was presented by the commanding officer, Cdr. **N. J. K. Crews,** with a model reactor, beautifully made from scrap by the artificers of the ME Department.



WO Bob Nelson

Ken knows the ropes

A man whose talents ring a lot of bells is PO **Ken Fryer** of HMS Galatea. His hobby is ropework and his latest creation is a new bell rope for HMS Dryad. He presented it to the Captain of Dryad, Capt. **Tony Norman,** last month.

Ken, who until recently was a seaman instructor in HMS Vernon, also made the bell rope in use in Vernon and crafted the ropework on C-in-C Naval Home Command's barge boathooks.

Heron band in new hands

New bandmaster of HMS Heron's volunteer band is Band Colour Sgt. **Russ Ireland** of the Royal Marines. He has taken over from Band Colour Sgt. **Ken Schooley,** who has gone on to CTCRM Lympstone.

Manadon Silver Jubilee award

Lieut. **Tom Rogerson** has been presented with the Institute of Marine Engineers Silver Jubilee Award by the President, **Dr. James Cowley.** The prize is given annually to the RN officer who, on completing the RNEC Manadon phase of the surface or submarine marine engineering post graduate course, is considered to have achieved the best overall results to that point.

Tom, now doing a submarine reactor simulator training course in HMS Sultan before joining a nuclear submarine, received a solid silver medal and the sum of £350.

Trophy for pilot

Lieut. **Harry Benson,** HMS Apollo flight commander, has been awarded the Eldridge, Pope Huntsman Trophy, which is awarded annually to HMS Osprey-based pilots. In six years' flying, he has flown nearly every helicopter type in RN service.

Fifty years in uniform

The retirement of Cdr. **Ted Quance** from the post of Area Naval Auxiliary Officer on the staff of Flag Officer Scotland and Northern Ireland has brought to an end a distinguished naval career spanning nearly 50 years.



He joined up as a boy seaman in 1937, served in escort ships on the Russian convoys, and was in the cruiser HMS Norfolk when she located the German pocket battleship Scharnhorst. The Norfolk, equipped with new radar, shadowed the big ship for ten days until heavier reinforcements arrived to finish the job.

In three years operating out of Scapa Flow, he got just four days of leave!

When he left the Navy nine years ago, Cdr. Quance took up his appointment in the RNXS and has been in command of almost 1,000 members of the Auxiliary Service in 26 training centres from Shetland to the Humber.

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PEOPLE in the NEWS

Craig's a pass master in record time

MEM1 Craig Housley raised a few eyebrows when he passed his HGV licence at Autec, the lorry driving school at Cowbridge, South Glamorgan. Despite the fact that he had never driven anything bigger than his 1,000cc motorbike, Craig astounded his instructors by gaining the heavy goods vehicle licence in a record 4½ days.

Most people who have not sat a driving test take two or three weeks to learn. "I don't think we'll have another one like him," said instructor Mr. Edward Ferguson.

Craig, whose last ship was HMS Minerva, left the Navy last month to join his father's firm, Vallan Transport, run from their home in Cowbridge.

His HGV licence means Craig is automatically allowed to drive a car.

Andy logs 3,000 hours

The Navy's other Prince completed his 3,000th hour of flying on his last mission with 819 Naval Air Squadron — a good excuse for a small celebration.

Lieut. **Andy Prince,** who is not to be confused with any other Fleet Air Arm helicopter pilot with a similar name, was the Qualified Helicopter Instructor with 819 based at HMS Gannet.

He spent 2½ years with the squadron, during which he took part in several of the more difficult Search and Rescue missions to come their way.

His next job is at the Central Flying School at Shawbury — teaching pilot instructor candidates how to instruct.

Larry in the limelight

Accolades continue to be heaped upon Search and Rescue helicopter diver POACMN **Larry Slater,** who earned the eternal gratitude of millions of teenyboppers by saving the life of Duran Duran pop star Simon Le Bon during the Fastnet Race.

In a ceremony which was covered on national television,



LARRY SLATER

Larry was presented by Admiral of the Fleet **Sir John Fieldhouse,** Chief of the Defence Staff, with the Silk Cut prize for the most outstanding feat of sea rescue of the year. Le Bon was also at the Silk Cut Nautical Awards luncheon in the Savoy Hotel, London, to add his special thanks.

Yachting World magazine has chosen Larry as the latest winner of its monthly international achievement award, held in conjunction with Mumm Champagne.

The Wessex 5 helicopter of 771 Squadron from Culdrose, of which Larry is a crew member, flew to the rescue when Le Bon's yacht Drum overturned during the Fastnet. Larry dived under the hull six times to rescue the star and five of his crew.

Earlier that day the same helo team saved nine people in mountainous seas off the Cornish coast.

The Yachting World-Mumm Champagne award, an engraved compass and a magnum of bubbly, also recognises the part played in the rescues by pilots, aircrew, divers and mechanics of 771 Squadron.



BLACK and white pictures would seem to be the speciality of Leading Airmen (Photographers) Stuart Antrobus (left) and Roger Ryan in HMS Invincible. PO(Phot) Stewart Kent took them at face value and got his exposure right. The three naval photographers were at work during Exercise Rolling

Portraits in black and white

Deep off the cost of Scotland.





Lunch is served, Sir

WRENS Yvonne Hawking and Joanne Drew cooked up a dainty dish to set before Rear-Admiral John Barker, Chief of Staff to CINCNAVHOME, when he visited the Supply School in HMS Raleigh. Their finger lickin' feast was part of a four course lunch cooked in a field kitchen set up by Cookery School students. Accompanying Admiral Barker on his tour of the establishment was the Captain of Raleigh, Capt. Brian Brown (right).

Picture: CPO(Phot) Dick Birkett.

Sounds like Broadsword!

MEET the members of Radio Broadsword, the men who keep, as it were, the show on the ship on the road. Sound reproduction equipment manager POCK Phil Sayers (centre) and his band of DJs keep the Type 22 frigate buzzing with their brand of music, humour and variety. Regular presenters are Sub-Lieut. Carlton Hide, PO Ziggy Hilliard, WEM Liz Taylor, POCK Pricky Price, POPT Polly Perkins, PO Mark Christie, AB Taff Rands, STD Ritchie Halford and STD Jim Burke.

A visit to Edinburgh

HMS Edinburgh, the Navy's newest destroyer, was visited at Rosyth by The Right Rev. Dr. **David Smith,** Moderator of the General Assembly of the Church of Scotland, and Mrs. Smith.

Shipwrights court the Ark

Capt. **James Weatherall,** commanding officer of HMS Ark Royal, has been made a liveryman of the Worshipful Company of Shipwrights, one of the ancient livery companies of the City of London.

The Shipwrights have an affiliation with the new aircraft carrier and set up their court on board for the ceremony.

Mercury farewell

After 50 years of service to the Royal Navy, the past 28 of them in HMS Mercury, **John Tindell** has retired to his home in nearby East Meon.

He joined as a boy in 1936, served in ships including the Iron Duke, Duke of York, King George V, Nelson and Victorious, and left the Navy in 1965 after eight years as regulating petty officer of the New Entry Squadron (now Kelly Squadron) in HMS Mercury.

He continued to serve in the establishment as a civilian, finally retiring as Classified Books Officer.

John and his wife, **Julie,** received a farewell presentation from Capt. Frank **Lowe,** Captain of Mercury.

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NEWSVIEW

Field gunning: Right image for the '80s?

WHEN IT comes to field gunning, you may reckon it rates as the greatest invention since the wheel, cleverly capturing the spirit of the Navy. Or perhaps while admiring its gutsy pageant, you really believe it is a noisy spectacle which has outlived its day.

Simply to state the second suggestion is, we know, to incur the dire wrath of present and recent participants and to disturb the spirits of long-gone gunners.

For field gunning is something else — an event of rivalry and camaraderie apparently generating the near-religious fervour necessary to sustain those brawny teams through the months of training and runs of what must be among the toughest contests anywhere.

With virtually everything naval involving manpower coming under scrutiny nowadays, field gunning is at present in the frame. This comes at a time when the old home of naval gunnery itself — HMS Excellent as was — starts operating under new guise after the reviewers have had their say. And when the RN Display Team, also based there, is about to feel the chop. What a difficult and reluctant decision that must have been.

Feeling the pain?

But should the grief and pain also be spread among the gunners? Even that physically-elite crowd would feel that sort of pain. As a focus of the Navy's contribution to the Royal Tournament, the competition serves a variety of purposes, not least public relations — although its detractors would, no doubt, question whether in the missile-computer Navy, field gunning is the image which should now be pushed.

The plan, we hear, is that field gun should continue, possibly with manpower cuts, but preserving the spectacle and not increasing the hazards inherent in the contest.

Without trying to guess the Navy's overall view of the event — there probably isn't one — suffice to say there remain countless advocates among Service and ex-Service people of a feature for which there appears no ready-made substitute.

So while some may say "Why should field gun be the exception to the economies?", equally many will trust that any changes found necessary will not seriously detract from this unique annual spectacle.

NAAFI SPREADS THE MESSAGE

SPREADING the message about Naafi was a recurring theme running through the London meeting in November when representatives from the Service heard the year's results of Naafi trading in the Navy and conveyed their views.

The question was posed whether such a central meeting was needed in view of scarcity of agenda items in recent years. But there was a strong general feeling that an annual meeting with Naafi Management at HQ was useful — and that more people should be invited to attend.

One suggestion — put forward by Rear-Admiral John Barker (Chief of Staff to CINCNAVHOME), who presided, was that the old name of "Headquarters Naval Canteen Committee" should be abandoned, possibly in favour of a phrase like "shareholders' meeting."

New videos

Examples of Naafi's new videos were shown — six are now available as part of a vigorous information and marketing policy — and Naafi are keen they should be widely viewed.

Mr. Hugh Cowley, Manager Home Service (South) and Naval, said he would like to see improved communication in an educational sense incorporated into new-entry establishments.

The meeting was told of a survey carried out by the Navy in Home Command establishments which showed there was still much ignorance about Naafi. While there were some complaints, generally speaking the Navy was satisfied with Naafi, and one view was that often it was as good as individual managers.

Opening hours

Another view was that sometimes the Supply organisation in ships did not know how to use Naafi fully.

From Scotland came a plea for more flexible shop opening hours. For Naafi it was said that this was being looked at and experiments were planned.

Answering a point on availability of sports goods, it was said sales of these goods had risen. But while it would be nice to have a series of sports shops throughout the country, this would fragment stocks so it was better to store them in the same place.

Another suggestion was that when projects were being considered locally before submission for consideration by the Sailors' and Fleet Amenities Funds, Naafi should be given the opportunity to quote where they were able to supply the goods or services.

Lusty licks ice-cream machine . . .

AN ICE-CREAM machine has been withdrawn from one of the Navy's largest ships because the work was just too much for the gadget.

The Naafi soft ice-cream maker could not cope with the insatiable demands made on it by the 1,000-plus complement of the aircraft carrier HMS Illustrious.

Although the trial installation was not a success, there's hope yet for the "Lusty" ice-cream lovers: Naafi is now looking for a more sophisticated model which can meet demand in the Illustrious and her sister-ships, HMS Invincible and HMS Ark Royal.

Meanwhile, it's an ill cornet that blows nobody any good — the destroyer HMS Bristol has benefited from the hiccup by acquiring the Illustrious machine for her ship's company (numbering a more satisfiable 400).

In his report, Mr. Cowley said that total turnover in naval trading in 1984-85 was £29,274,000, nearly three per cent up on the previous year.

Of this total, the Home Shore turnover was £19,856,000 — up by 10.7 per cent and an encouraging performance — while the figure for HM ships was £9,418,000, which was down 10.5 per cent.

With ship strength and the Fleet operational programme playing a part in this, trading in ships could be viewed as satisfactory.

Major impact on Home Shore sales was the introduction of the new Budget Account scheme. At the end of the financial year in April there were 8,296 budget accounts in operation for the Navy, with the total rising to 9,500 by mid-September.

The number of accounts exceeding credit limits at 1,670 "while seeming high is a measure of the control on spending exercised by Naafi: when the individual credit limit is exceeded reminders are sent to customers who, if they do not increase their allotment or cease to use their card, are placed on the stop list until such times as the account is again brought into credit by normal monthly subscriptions."

Mr. Cowley added: "The introduction of the Budget Account has brought with it a new lease of life for naval establishments and in particular naval family shops, where in addition to a remarkable increase in Budget Account sales, there has also been an increase of about four per cent in cash spending.

"Importantly, the Budget Account scheme brings a modern credit facility to the Services administered and controlled in a responsible fashion by the Services' own trading organisation."

Sales progress had been made in units and messes where District Managers had been active in promotion of Naafi as a first option for supplies of wines, spirits and beers.

"Early in the year we restructured our beer prices, becoming extremely competitive to the extent that many new accounts throughout the three Services have been gained."

Discounts

Messes and ships were urged to review their sources of drinks supply and compare them with what Naafi offered.

Total rebates/discounts and dividends returned to the Royal Navy for 1984-85 were £783,000, which was £35,000 up on the previous year. The amount of extra rebate to be allocated in 1985 would be announced shortly.

In addition, Home Shore establishments' funds also benefited by the return of gaming machine revenue of £522,000, an increase of £37,000 on the previous year.

On Naafi finances as a whole, Mr. Cowley, using the 1984 years as an example, said that the customers — in effect the "shareholders" — received 64 per cent of Naafi profits, plus a "bonus" from amusement and gaming machines.

Building plans

Among many items mentioned in a brief on development work, it was reported that funding was awaited for rebuilding which would include a new Naafi facility at Prestwick. Site planning for the rebuilding at Arbroath had started and Naafi was totally involved with plans for Faslane.

In the Portsmouth Area, it was expected to move into new Portakabin accommodation at Excellent Steps very soon.

Alterations to the Social Club in HMS Dryad were now complete. Phase 1 of the Social Club in HMS Sultan has been handed over, although the club itself will not be used until completion of Phase 2 in about 12 months.

Enlargement of the club in HMS Osprey includes a new tavern bar. It was hoped to reform the Services Shop and automat in HMS Dolphin (Rosario Block) to accommodate a Post Office, starting early next year.

New ships had been commissioned with a range of Naafi facilities.

QUEEN MOTHER GRACES PORTSMOUTH COMMISSIONING

Pictures: PO(Phot) Mac McBarron

Royal day for Ark the Fifth



HMS ARK ROYAL was commissioned in the presence of the Queen Mother at Portsmouth Naval Base on November 1. The Queen Mother launched the Royal Navy's newest and biggest ship in June 1981.

Her links with the Ark Royal go back even further than that, however. She launched the previous Ark Royal and enjoyed a long and close association with the famous strike carrier. The new Ark is the fifth to bear the name.

The Queen Mother arrived on board in a helicopter of the Queen's Flight. Her entry into the hangar for the commissioning ceremony was marked by a royal salute from a guard provided by two officers and 48 ratings of the ship's company.

Colour

The Queen's Colour was carried by Lieut. Nicholas Lambert and escorted by CPO Alan Key, LS Paul Sankey and LA Trevor Appleton.

After she had inspected the royal guard, the Queen Mother was escorted to her seat by the commanding officer, Capt. James Weatherall, who then read the commissioning warrant.

As the National Anthem was played by Commander-in-Chief Fleet's Royal Marines Band, the White Ensign was hoisted and the commissioning pennant broken out on a mast rigged in the hangar for the occasion.

Chaplain of the Fleet the Venerable Noel Jones led a service of dedication, assisted by the Navy's Principal Roman Catholic Chaplain, the Rev. Monsignor Ronald Brown, and the Principal Church of Scotland and Free Churches Chaplain, the Rev. Irvin Vincent.

The Queen Mother then made a short speech to the 2,500 people gathered in the hangar. They included the ship's company of 750 and 12 captains of the last Ark Royal. Capt. Weatherall presented the royal guest with a painting of the ship and its predecessor commissioned from the artist Joe Mark.

The Hon. Mrs. Jean Weatherall, wife of the commanding officer, and JMEM Anthony McCarthy, the youngest member of the ship's company, cut a 300lb. commissioning cake baked in the shape of the new Ark, complete with weapons systems, aerials, Sea Harrier and Sea King helicopter.

The cake was the work of CPOCK Michael Bridger, who made it at the RN Supply School in HMS Raleigh. The mixture was stirred by the Queen Mother when she visited Raleigh in June.

Both cake and baker were flown on board the Ark Royal before the commissioning so that CPO Bridger could repair any damage sustained during the flight and add the final touches to his masterpiece. It was his last major project before he retired from the Navy.

Bouquets

Bouquets were presented to the Queen Mother by six-year-old Tamsin Walker, daughter of RPO Ellis Walker and his wife Susan, and to Mrs. Weatherall by Alison Gibbins (5), daughter of LCK Philip and Mrs. Diane Gibbins.

Most popular order of the day was that by the Queen Mother to "splice the mainbrace."

Later the Queen Mother attended a private reception and luncheon on board, and toured the ship.

Above right — Queen Elizabeth the Queen Mother meets members of the ship's company and their families during an informal walk around the ship.

Right — Buffing up the bell ... AEM Ali Musaid applies a bit of spit and polish to HMS Ark Royal's bell in preparation for the commissioning ceremony.

Below — Queen Elizabeth the Queen Mother and Capt. James Weatherall, commanding officer of HMS Ark Royal, look on as the captain's wife, the Hon. Mrs Jean Weatherall, and the youngest member of the ship's company, JMEM Anthony McCarthy, cut the cake.





Condor looks to the future

A demonstration was given in London of Project Condor, the computer-based planning aid now being brought into service to examine options available concerning the size and shape of the Royal Navy in five to 15 years time.

The system receives its information from six major areas — personnel, dockyard resources, new construction, equipment programmes, upkeep and support, and operational availability.

Each of these areas interacts with the others and is constrained by financial, operational and commercial considerations.

SYSTEM'S AIM

Aim of the system is to take account of the interactions and constraints and provide an integrated picture of spending over a number of years. New possibilities or options and the potential effects of alterations can be examined rapidly.

Development of this strategic planning tool, designed to help central planners invent and explore more options more quickly, is the result of co-operation between MOD and the systems engineering company CAP Scientific over the last two years.

Valiant visitors

DURING a visit to Kiel by the nuclear-powered Fleet submarine HMS Valiant, a party of three officers and five senior rates visited West Berlin as the guests of B Squadron, the 14/20th Kings Hussars Regiment.

Local council job discrimination over pensions is growing trend

PUBLICATION of the letter from Mr. (ex-CCY) K. J. Williams in the October issue has resulted in the disclosure that his local council of Gwent is only one of 14 authorities known to discriminate against ex-Service pensioners applying for jobs.

The three Services have been aware for some time of a growing trend among local authorities to discriminate against holders of occupational and public service pensions by not allowing them to compete on equal terms for advertised posts.

The Navy first received written evidence in 1983 and, with details of other cases held by the other two Services, discussed the situation with the Manpower Services Commission through the Tri-Service Resettlement Sub-Committee.

Approaches were made to Defence Ministers, the Department of the Environment and the Association of Metropolitan Authorities, producing the view that "there was nothing illegal about such discrimination."

In these discussions it was stressed that the Service pensioner was not like his civilian counterpart in that he was leaving his job involuntarily, in the middle of his working life, with a pension too small to be regarded as a major source of income.

The Manpower Services Commission Employment Division has subsequently written to its regional employment managers asking them to take up any cases with individual authorities.

The Regular Forces Employment Association has also agreed to represent the ex-Service man's case locally.

It is believed that several local authorities have been persuaded to reconsider the applications of former Service men for employment, and the situation is being monitored closely.

With the other Services, the Navy is pursuing this continuing battle on behalf of the successful resettlement of naval personnel.

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SYMBOL SWEATERS



CAMBRIDGE ON TARG

Home on the range

THIS recent aerial picture of HMS Cambridge shows the upper camp with the admin., sports and Seaman Missileman complex in the background; the village at Heybrook Bay to the left; the medium and close range area in the foreground, with the new range building — Leach Building — fading gently into the local flora; and, to the right, the military training area, due to have a new purpose-built school started in autumn 1986.

Picture: Flight Refuelling Ltd.

SET in 150 acres of an area of outstanding natural beauty in South West Devon is HMS Cambridge, the only establishment in the United Kingdom where officers and ratings can be trained in the control and live firing of conventional gunnery systems.

There are four complete systems, each almost identical to a ship of the appropriate class, the only difference being that Cambridge does not move

Three of the systems are based range gunnery incorporating 4.5 turrets, fitted widely in the Fleet Range building just opened will modular fire control systems pa caravans on the roof for operati each of which can be interlinked three Mk 8 turrets.

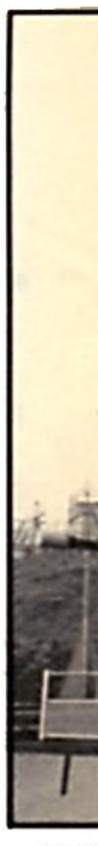




RAF Regiment 35mm guns captured from the Argentines, such as this one, and Skyguard Fire Control systems regularly make use of the range and target facilities to conduct their firing training.



Boarding party practice is part of the military training undergone by seaman missilemen and ship's teams, career courses and members of the Royal Naval Reserve. The training also includes patrolling and guarding of important areas, and car searching.



Righ offic com

GET FOR THE FUTURE



A seaman missileman's course tracks a Cessna Conquest aircraft before streaming the sleeve target. The aircraft is supplied under contract from Flight Refuelling Aviation Ltd and flies an average of 15 hours a week at Cambridge. Picture Flight Refuelling Ltd

NEW, advanced technology is being introduced into one of the Royal Navy's most traditional of training functions — gunnery. Within a year three equipment suites will be operational in a new range building at the Service's gunnery school in Devon, HMS Cambridge.

The complex, named Leach Building after Admiral of the Fleet Sir Henry Leach, was officially opened by him on Trafalgar Day, October 21.

As well as new offices and classrooms, the building has been designed to accommodate:

- A new basic fire control trainer, built by Ferranti and housed in caravans on the roof of the building. Each of the modular fire control systems can be linked to either of three Mk 8 turrets at the establishment.
- A new computer-controlled range safety and weapon direction system to control all firings and train students in the principles of weapon direction. This system will be inter-faced with all the surveillance radar and medium range systems to control range safety.

Problems

- A new communications suite which will complete the final installation, all the equipment being operational by next autumn.

Final sketch plans for Leach Building were completed in 1982 and the construction contract placed with Dudley-Coles the following year.

Major problems had to be overcome in the planning, design and construction:

Much of the equipment destined to be installed had not by then been designed; the removal and replacement of existing services had to be conducted without disrupting the training programme, so temporary accommodation in the relatively small establishment had to be provided while existing buildings were demolished; and the construction had to be undertaken within severe limitations, as the site is in the middle of a firing range which is in continual use.

Credit

"Successful completion reflects great credit on all those involved, especially the close liaison established between civilian contractors and RN training staff," said a spokesman at HMS Cambridge.

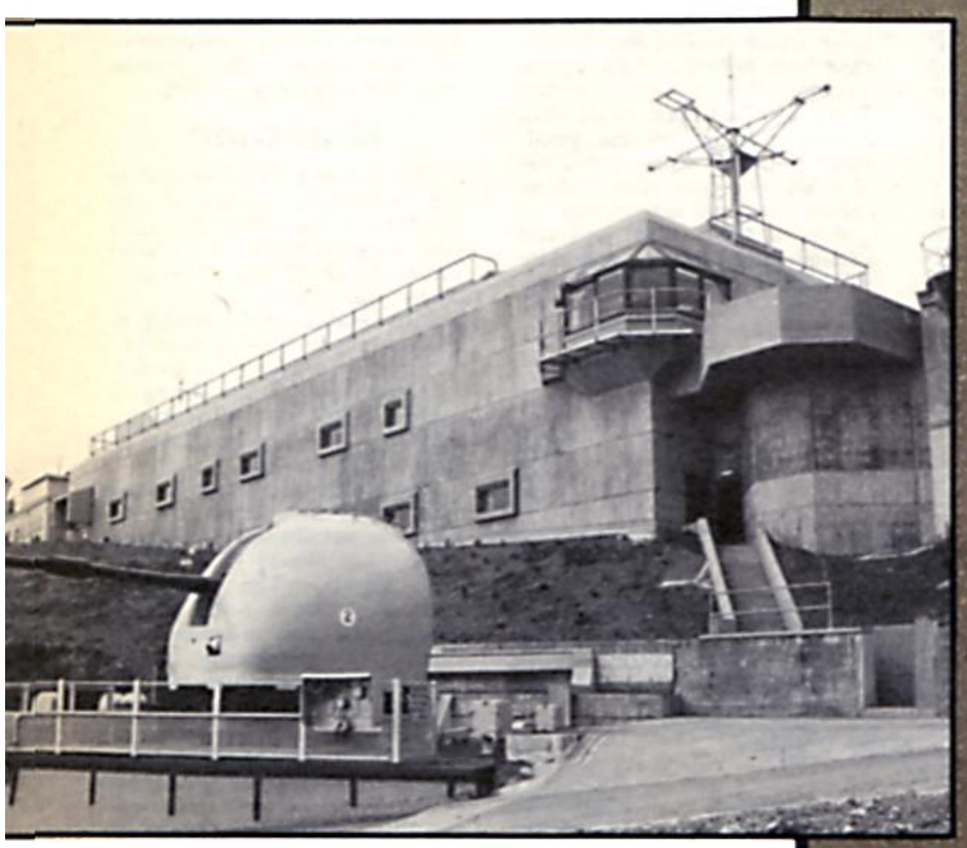
So now a new era opens for the Service's only live-firing gunnery range, which has occupied its present position — a former holiday camp at Wembury Point, 13 miles from Devonport — for almost 30 years, and has a history which stretches back a century before that.

ALL MOD CONS . . .

HMS CAMBRIDGE is now one of the Royal Navy's most modern establishments and as well as offering high standards of habitability, a wide range of recreational facilities is provided.

Besides an all-weather hockey pitch (also used for six-a-side soccer), a swimming pool and a gym, there are facilities for squash, tennis, and skittles, a .22 range, and a nine-hole golf course, made almost entirely by self-help. All these amenities are made available to visiting ships and establishments in the port area.





Admiral of the Fleet Sir Henry Leach unveils a plaque at the opening of Leach Building (inset). With him is the inding officer of HMS Cambridge, Cdr. David Nealon.

LEARNING FROM THE FALKLANDS

IN this missile age there is still a place in modern warfare for the gun — and those who study naval gunnery at HMS Cambridge range from principal warfare officers to Part III junior seamen.

From the Royal and Commonwealth Navies, gunnery teams attend courses, refresher and pre-joining training at Wembury Point. Ships' internal security teams visit Cambridge to learn about riot control, vehicle search technique and the protection of shore and offshore installations. The combination of undulating country, bush, buildings and open spaces provides an appropriate backdrop for military training.

Lead school

Since September this year HMS Cambridge has taken on the mantle of lead school for military training and facilities will be improved considerably with the construction of a purpose-built Military Training School, due to start in autumn 1986.

With the lessons learnt from the Falklands, new close-range weapons have been introduced into service in a short time. Cambridge, as the lead school for such weapons, has a grid fitted with the complete mix of those now in service, and the new Laurence Scott Mounting — a BMARC 30mm single barrel, to replace the ageing Bofor 40 / 60 — is due to be fitted there in June next year.

AT YOUR LEISURE 1

OH, WHAT A MINEFIELD OF INFORMATION!

THERE HAS long been a need for a definitive *Royal Navy Handbook* but it must be said that the book of this title by Martin H. Brice is not it.

True, Mr. Brice qualifies an admirable chapter on "The Ships and Aircraft of the Royal Navy" by saying this section "is not intended as a definitive, comprehensive reference work."

True, also, he states in his author's notice at the start of the book: "It should be recognised that all the information contained herein is that available at the time of research."

Nevertheless, Mr. Brice also makes it clear that the book is meant to be used partly as a sort of sightseers' itinerary of the Royal Navy. He tells us it is intended as a "general guide to the modern Royal Navy, an explanation of what it is, what it does, where it can be seen, and its place in history" and meant to be kept "in the car, pocket or handbag."

If, having read the chapter "Where to see the Royal Navy" the reader is moved to hop into the car and pop along to Burghfield, near Reading, to see Wrens being trained in HMS Dauntless he is in for a big disappointment.

Dauntless de-commissioned as long ago as 1981 and the Wrens transferred to HMS Raleigh in Cornwall.

Undaunted, our intrepid reader sets out for the West Country and having had a look at HMS Raleigh (the author makes it plain there is no right of access to naval establishments) he consults his handbook and finds that not a paperback's throw away is "HMS Fisgard Royal Naval Apprentices Training Establishment, Torpoint."

More perplexity: Fisgard closed in December, 1983.

AWKWARD TIME

Heading back east, our weary traveller decides to have one last try and take in the RN Stores Depot, Deptford.

Calamity — that closed on July 31, 1985.

Admittedly at this time of great change in the Royal Navy, the author picked an awkward time to go into print. But, dare we say it, regular perusal of Navy News over the past months would have proved considerably enlightening.

Contrary to what the book says, for example, there is no longer an "HMS Excellent" — the title disappeared on September 30 when it closed as a commissioned Fleet establishment.

Time is running out for the enthusiastic reader to view the "Royal Marine Engineering School," HMS Caledonia. And it already *has* run out if he wants to catch a glimpse of HMS Salisbury (unless he is a deep-sea diver — she was sunk as a target recently).

To describe the Royal Naval Hospital Haslar as "the only existing establishment of its kind in the Navy; other bases have 'sick quarters' " is not quite what Doc would have ordered. HMS Dryad is not "located in Fort Southwick" and HMS Warrior is certainly not at "Norwood."

Some sections of the book are enlightening in the orthodox sense, particularly the list of museums and historical collections, but after traversing such a minefield of information earlier in the book, the reader's confidence might already have been blown to pieces.

Early in the book the author calls for readers or organisations mentioned to provide "updated amendments for possible future editions." Perhaps this review provides a few to be going on with.

Royal Navy Handbook, published by Ian Allan Ltd. at £4.95, contains 144 pages, some illustrated with photographs and maps.

Humour goes on parade

JUST weeks before the outbreak of the Falklands War, Rear-Admiral John Woodward wrote in his diary . . . "life is fairly dull these days, it seems that admirals aren't allowed to do very much other than grace exercises, social and sporting events . . ."

The light-hearted revelation is one of the stories contributed by the commander of the Falklands task force — now Vice-Admiral Sir John Woodward — to ***Poppy Parade,*** humorous anecdotes of Service life collected by Arthur Marshall.

Many senior officers of the Royal Navy and Royal Marines have provided at least one tale for the volume, all royalties from which will be donated to the Royal British Legion Poppy Appeal.

YOMP

In similar vein to the ironic aside contributed by Admiral Woodward, Major-Gen. Julian Thompson RM tells how in March 1982 the final exercise for budding instructors in the Royal Marines Mountain and Arctic Warfare Cadre took the form of a march from the north to the south of the Mull of Kintyre.

At the post-exercise debrief on April 1, one of the corporals said, "The long yomp down the Mull of Kintyre was unnecessary and far too long. Nobody these days carries that much kit, for that distance, over that type of terrain on foot . . ."

Other contributors to the book include the Duke of Edinburgh and the Prince of Wales.

"Poppy Parade " is published by Fontana (price £2.50).

Lucky Nellie—the £7m. mystery ship

FEW GREAT ships of the Royal Navy can claim to have inspired more affection in the men who sailed in them than the Second World War leviathan HMS Nelson.

They called her Nellie, and they loved her. She was the only British capital ship that was on active, operational service on both the day the war started and the day the Japanese surrendered six years later.

In that time she had steamed 135,000 miles, had been present at major amphibious operations from the Lofoten Islands in Norway to Normandy; she fought some of the bitterest convoy actions; she had been torpedoed and mined; and she had been the target of countless bombing attacks.

But through it all not a single member of the ship's company was killed in action, which goes a long way to explaining her popularity — for apparently she was a pig to manoeuvre.

Her career is told in searching detail by Ronald Careless in ***Battleship Nelson — The Story of HMS Nelson,*** the author's income from which will be donated to the Sea Cadet Corps.

In his foreword to the book, the former President of the Corps, Admiral of the Fleet Lord Hill-Norton, reflects that the Nelson and her sister-ship, HMS Rodney, were known to the Press when they were built in the 1920s as "the £7 million mystery ships."

Their strange configuration — with superstructures aft and their three, 16-in. triple gun turrets forward — was dictated by weight limitations imposed by the Washington Naval Treaty. Nevertheless, they proved to be value for money.

Admiral Hill-Norton, who served in Rodney, writes of HMS Nelson: "What no reader will fail to remark is the astonishingly high quality of the ship, surviving the most tremendous blows, and dishing them out, too, and of the sheer professional excellence of the men who manned her; from the brilliant ship-handling by her Captains to the skill and endurance of the guns' crews and the stokers and the damage control parties . . .

"Above all it is quite clear that HMS Nelson was a happy ship, and there is no higher praise than that in any navy."

Battleship Nelson (Arms and Armour Press, £9.95).

Naval Weapons of World War Two (Conway Maritime Press, £30).

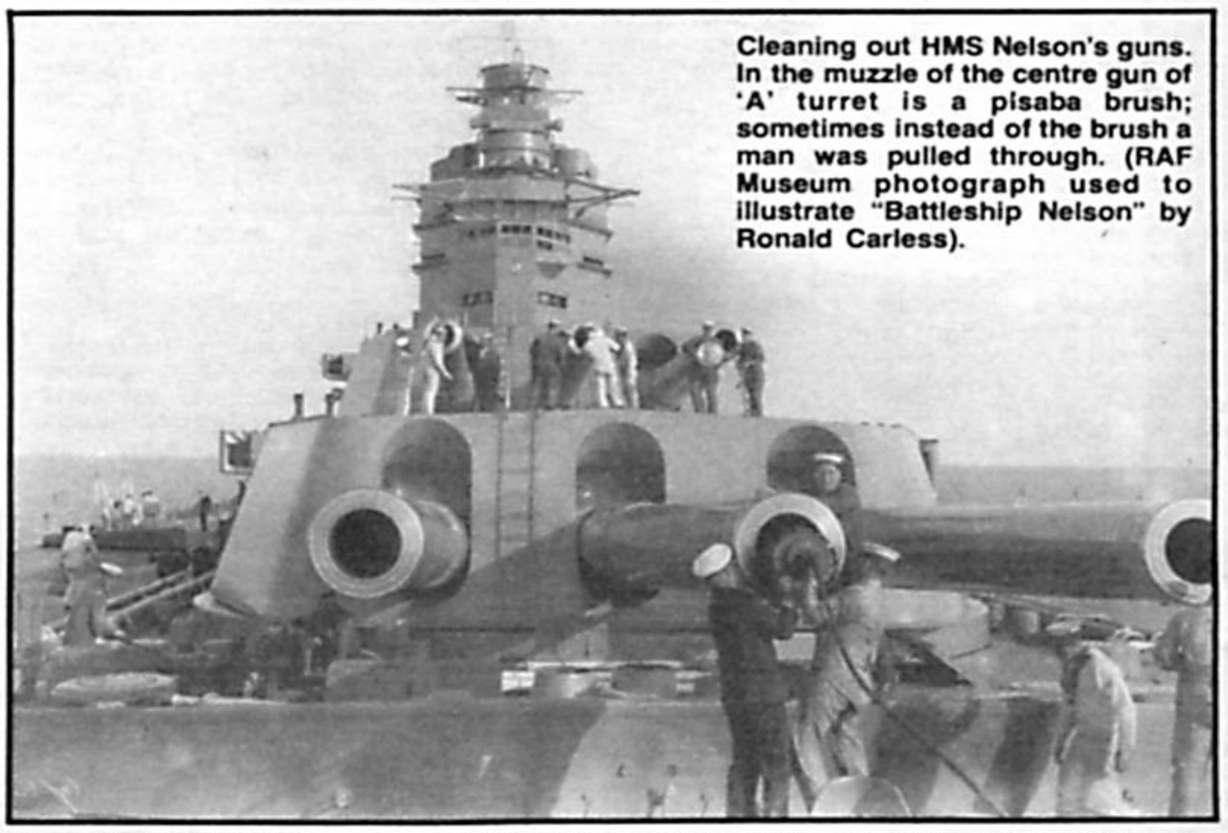
The Royal Navy in Focus 1950-59 (Maritime Books, £4.95).

Submarines With Wings (Conway Maritime Press, £11.95).

Into the Assault (John Murray, £12.50).

German Cruisers of World War Two (Arms and Armour Press, £14.95).

British Destroyers of World War Two (Arms and Armour Press, £3.95).



Cleaning out HMS Nelson's guns. In the muzzle of the centre gun of 'A' turret is a pisaba brush; sometimes instead of the brush a man was pulled through. (RAF Museum photograph used to illustrate "Battleship Nelson" by Ronald Carless).

Ironic

Before she was broken up in 1948, the old battleship suffered the ironic indignity of being used as a target for bombs — launched this time by the Fleet Air Arm. It was a fate she had avoided throughout her many battling years, thanks to her powerful AA armament — and that Nelson luck.

Technical information about the armoury of the Nelson is included in an encyclopaedic reference work which deals with ***Naval Weapons of World War Two.***

It is the culmination of a lifetime of research by author John Campbell, and is one of those Conway Maritime Press publications which over recent years have made an exhaustive and invaluable contribution to documented naval history.

All the shipborne weapons of the period are dealt with, from the ·303-in. Lewis machine-gun to the largest guns ever mounted on a vessel — the 18.1-in. blockbusters used by the Japanese battleship Yamato.

This essential acquisition for the naval enthusiast covers gun mountings, torpedoes, mines, anti-submarine and aerial weapons, and the earliest naval missiles. It is packed with facts and figures and profusely illustrated with plans, section drawings, and photographs.

Many surviving Royal Navy ships of the Second World War went on to give sterling service through the 1950s, and photographic portraits of many of them can be found in ***The Royal Navy in Focus — 1950-59.*** The softback volume contains well over 100 page-size photographs of ships of the period, all the pictures being supplied by naval photographers Wright and Logan of Portsmouth.

Photographs of a more outlandish nature illustrate ***Submarines With Wings — The Past, Present and Future of Aircraft-Carrying Submarines.***

As well as dealing with the boats which packed aircraft into their hulls before and during the Second World War, author Terry C. Treadwell deals with current thought on the possibility of much more ambitious projects to evolve such craft as Harrier-carrying submarines.

Apart from one isolated instance, light aircraft carried by submarines during 1939-45 were used only for reconnaissance; the punches were delivered by shore-based or carrier-launched planes.

One famous and trail-blazing raid by Fleet Air Arm aircraft is recounted in a book entitled ***Into the Assault — Famous Dive-Bomber Aces of the Second World War.***

Led by Capt (later Major) Richard Partridge, RM, the Blackburn Skua dive-bombers of 800 Naval Air Squadron — with those of 803 Squadron — attacked and sank the German cruiser Konigsberg in 1940.

Marathon

The action took place during the Norwegian campaign and involved a marathon flight by the single-engine warplanes across the North Sea to Bergen. There the aircraft became the first to send a major warship to the bottom in time of conflict.

"Into the Assault" also follows the rising — and diving — careers of pilots who fought for the US, Germany, Italy, Japan, Russia and France.

The Konigsberg's fate is dealt with in more detail by an excellent publication on ***German Cruisers of World War Two*** by M.J. Whitley. The volume is well illustrated with photographs and line drawings and follows the development, battles and eventual end of all the Kriegsmarine's potent ships of the type.

In similar vein to the volume on German cruisers, author R.A. Burt offers a pictorial record of ***British Destroyers in World War Two,*** a softback volume which is No. 4 in the Warship Illustrated series published by Arms and Armour Press.



HMS Fame in 1943, from "British Destroyers in World War Two."

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WAR ON THE LOWER DECK



Picture: Len Furness

'Flakers' for a sailor in HMS Mauritius during the cruisers action in covering the landing beaches in Sicily. Despite rigidly imposed discipline and a "strike" on board, the cruiser built up a formidable reputation as a fighting machine (from "Jack's War" by G. G. Connell).

IN 1943, in the midst of Britain's titanic struggle at sea, a recruitment book written by Admiral Sir William James eulogised on the luxuries enjoyed by wartime sailors.

He wrote of closed-in messes with pantries, hot water aplenty in bathrooms, spacious cooking facilities presided over by skilled cooks; chapels, bookstalls, laundries, plates, knives and forks.

For the vast majority of men serving at the time, nothing could be farther from the truth. The pay for an able seaman was three shillings a day and four shillings if he had joined before 1925, a rate which had been in force throughout the war.

For that he endured the dangers of death and injury; perhaps years spent away from home and family; harsh — at times unjust — discipline; shortages of food; constant reminders of the social chasm between himself and many of his officers; cramped, smelly, unhealthy messes.

Efficiency

"In spite of these problems the Royal Navy was in a high state of readiness, efficiency and morale, its continuous-service officers and ratings extremely professional and enjoying, in general, a high regard and respect for each other."

So writes naval historian — and wartime RNVR rating and officer — G. G. Connell in a book which seeks to give a new insight into lower-deck life during Hitler's war. ***Jack's War*** presents a candid and objective picture of the Service in wartime which is a far cry from some of the sentimental recollections which have found their way to publishers.

Here's one of the many first-hand accounts from the book, in this case from Bob Burns who served in V and W class destroyers:

"Without doubt, throughout my experience, conditions in the old V & Ws were almost intolerable. Invariably fresh provisions were exhausted after three days at sea, the interminable diet of tinned food, no fresh bread, no vegetables, caused more distress to the troops than any U-boat or aircraft attack.

"In addition the living conditions for the complement were primitive beyond measure, never enough billets for hammocks to be slung for more than half the troops, a place on the deck sufficed for most.

"In the cold, inhospitable Atlantic, salt water often washed in living places, no facilities to dry wet clothes resulted in complete misery.

"For HOs (Hostilities Only ratings) pitched after minimal shore training into these conditions it must have been heartbreaking. Many suffered permanent sea sickness and their vomiting did not always take place on the upper-deck. Vile smells from the inadequate lavatory facilities permeated everywhere."

These conditions, perhaps among the worst to be found in HM ships of the time, together with less than tactful leadership from some of the officers, could on occasion lead to trouble which went unreported then and has rarely or never been highlighted since.

In 1943 the cruiser HMS Mauritius had completed three years in commission — and, writes Mr. Connell, 120 punishment warrants had been read on board during that period. By the beginning of 1944 she had seen six months of continuous action in which the discipline code had still been strictly applied.

Several members of the ship's company who recounted their experiences to the author recalled a strike on board while the Mauritius was off Plymouth in January 1944 and had orders to sail before many of her men could be granted leave.

John Edward (Nobby) Clarke remembers that the ship's company repeatedly disobeyed orders to quarters and to secure for sea. "The telephones were cut off but we were able to contact the whole ship by using the fire-main connections through the water-tight bulkheads. Came a huge banging on the doors; when challenged it was the Royal Marines coming to join us."

Former ERA3 A. R. Russell recounts: "The chief and petty officers prepared the ship for sea and we left to anchor in the Sound. Glasgow was in the Sound and, I was told, had trained her guns on us, a very tense and dramatic moment."

No action

Bandsman Ian Connel also remembers the incident: "Capt. Davis cleared the lower deck on arrival at Gibraltar" — the petty officers having sailed the ship across the Bay of Biscay — "and said no action would be taken against any of the ringleaders, whom he said he knew, provided we would all agree to follow him through thick and thin and that we would be returning home in three months. There was a show of hands and everyone on the quarter-deck agreed."

The Mauritius, paradoxically regarded as a happy ship by the men who granted interviews to Mr. Connell, was not the only vessel to suffer manifestations of discontent.

"A destroyer in the Mediterranean battle area was also being teased into a near mutinous situation," writes the author. HMS Laforey had survived a multiplicity of air, sea and off-shore actions with many casualties and damage to the ship. Her men were being subjected to the trauma of senior officer changes, Capt. H. T. Armstrong having succeeded the much-loved Capt. R. N. J. Hutton.

Bob Burns, by then a GI, recalls: "His first address to the ship's company was to say that the Mediterranean war was a two-penny halfpenny affair and he wished to take the ship into the Far East where the real war was going on. This did not go down well with those who had not seen their loved ones for years."

But Mr. Connell points out that Capt. Armstrong did nevertheless save his ship from a complete collapse of morale. Before he had joined, the ship had acquired an officer who in a few weeks had apparently — in the words of Bob Burns — "demoralised a happy ship's company with a succession of cock-ups, his crowning disaster was to inform the Red Watch that the pre-war British navy consisted of 'the scum of the back streets of the industrial cities, glad only to be in service for a feed and good clothing.'

"When Capt. Armstrong joined he found the lower-deck on the very verge of mutiny . . . There were all the real threats of a wash-deck locker burial." After three senior petty officers saw the captain, he gave the offensive officer a pier-head jump ashore.

One of the problems which Mr. Connell cites as a cornerstone of discontent was pinpointed in a song popular on the lower-deck at the time:

We had to join, we had to join
old Churchill's navy
Ten bob a week, nothing to eat
Long baggy trousers and blisters
on your feet . . .

Warning

In 1944 Capt. Russell Grenville RN wrote and published a book entitled "Service Pay" in which he emphasised that over the previous 150 years the Government had increased naval pay rates only after a mutiny or a threat of one. He considered that unless immediate, radical changes were made — including the trebling of pay — that serious trouble could again occur in the Fleet.

The Admiralty ignored the tract, but Jack continued to fight. Mr. Connell's book is replete with stories of their struggles against the enemy, accounts which more than balance the inglorious incidents.

A hard ship though she was, the Mauritius, like many others, built up an extraordinary reputation as a fighting machine and became the only major British warship to have participated in the four landings of Sicily, Salerno, Anzio and Normandy.

The author concludes: "The naval casualties of the Second World War were greater than the numbers who died during the 1914-18 war, but it seemed that the men of the World War Two British navy accepted with greater tolerance the hardships, the injustices in pay and the many mistakes and excesses of the 'Establishment' which conducted the course of the war."

"Jack's War" is published by William Kimber (price £11.50).

FICTION

FICTION for Christmas includes the latest novels with a naval flavour from John Winton and Alan Evans.

Winton's ***A Drowning War,*** published by Michael Joseph (price £9.95) is set in the Second World War, while Evans bases his story, ***Audacity,*** published by Hodder and Stoughton (price £9.95), on a Baltic adventure in the Great War.

Action from the Nelson era sets the pace in three novels published by William Kimber, ***Stella and the Fireships*** by Showell Styles (price £7.95), ***Fates Anointed*** by Alexander Webb (price £7.95) and ***The Captain's Wife*** by Donald Bray (price £8.50).



AB Just Nuisance, from the cover of his new biography.

PEACE-KEEPING NUISANCE . . .

SAILORS who resorted to fisticuffs in wartime South Africa were sometimes surprised to find themselves brought to order by the intervention of a huge dog.

A Great Dane would suddenly appear, launch his body between the antagonists, rear up on his hind legs and push the men apart with his front paws or run between their legs and bowl them over.

It was for some their first introduction to the Royal Navy's most famous dog, Just Nuisance, who from 1940 until his death in 1944 so endeared himself to the Service that he was afforded the rate of able seaman in the Simonstown base, HMS Afrikander.

Tales both authenticated and apocryphal of the antics of this legendary canine abound in a sea-dog biography, *Just Nuisance AB — His Full Story* by a former sailor who knew him well, Terence Sisson.

Although Mr. Sisson lives in Nottingham, the illustrated softback has been published in South Africa by W. J. Flesch and Partners and can be obtained by writing to them at PO Box 3473, Cape Town 800, enclosing £3 which includes packing and surface mail costs.

Forgotten allies? — Not by Britain!

WHEN the world erupted in war between 1939 and 1945, men flocked from all over the Empire to fight for King and country. Their contribution, and that of other nationalities who joined the battle against Hitler's Germany, and later Japan, has never been forgotten in Europe.

Perhaps memories are shorter in America, which could account for the title of J. Lee Ready's two volumes of ***Forgotten Allies,*** covering in great detail the part played by non-American, British, Russian or Chinese servicemen in the European and Asian theatres.

A formidable catalogue of facts and figures, the volumes are available from Bailey Bros. and Swinfen of Folkestone as agents for the publishers, McFarland and Co. of North Carolina. Prices are £38.40 (European theatre) and £22.80 (Asian) or £47.95 the set.

IN BRIEF

One of the most photographed conflicts in history is the subject of Brian Beckett's ***The Illustrated History of the Vietnam War.*** Picture after picture exposes the nerve-endings of a tragedy that divided America and shattered South-East Asia. Photographs and text record the events, and scream out the bloody futility of it all. Published by Blandford Press at £19.95.

Nostalgia for the golden age of the ocean liner is fed by two new books out in time for Christmas. They are ***Great Passenger Ships of the World Volume 4*** (1936-1950) by Arnold Kludas (£15.95), and ***20th Century Passenger Ships of the P&O,*** by Neil McCart (£16.95), both of them published by Patrick Stephens Ltd.

In issue No. 3 of Arms and Armour Press's "Warships Illustrated," Paul Beaver examines ***NATO Navies of the 1980s,*** spotlighting the vessels which from time to time make up Standing Naval Forces Atlantic and Channel. Price: £3.95.

From warships of today, to one of 300 years ago — ***His Majesty's Late Ship The Invincible.*** This slim but informative volume by Derek R. Hayes is a study based on contemporary documents concerning the second HMS Invincible, a 74-gun ship which was wrecked off the coast of Norfolk in 1801. The book is published by Dormers Associates, "Dormers," Norwich Road, Ludham, Gt Yarmouth, Norfolk, NR29 5QA (price £3.50).

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AT YOUR LEISURE 2

Corporate view of the Falklands War

IN THE three and a half years since the Falklands War, a plethora of published accounts by observers and participants has filled bookshop shelves.

Some of the earlier volumes, thrown hastily together to feed the hunger for information in the immediate wake of the conflict, achieved little more than to climb on to the bandwagon. Several volumes have, however, been erudite, authoritative and revealing, laying myths to rest and raising new facts to light.

Now comes ***Operation Corporate — The Story of the Falklands War, 1982.*** Apart from the obvious link, this book by Martin Middlebrook is aptly titled in that it coalesces much of the information which has dribbled out from British and Argentine sources since the Peace of Stanley.

'Humbug'

The reader who is looking for important revelations may be disappointed, but Mr Middlebrook's flowing blow-by-blow narrative does give an adequate picture of events.

And on at least one matter he does not shirk from expressing his opinion: He sees criticism of the decision to sink the Belgrano as "humbug".

He states: "If the War Cabinet or Mrs Thatcher or Admiral Fieldhouse had failed to act and if the Belgrano and her escorts had come over the Burdwood Bank that night and loosed off a salvo of Exocets and hit Hermes or Invincible or other ships, the British loss of life would have been enormous, the task force would have been crippled, public opinion would have been baying for resignations and courts martial and the Falklands would still have been occupied by the Argentinians."

His cool reasoning on the Belgrano issue does, however, tend to contrast with his view of events when he indulges in speculation about that enduring mystery of the conflict — the crash-landing of a Sea King on Chilean territory.

His remarkable hypothesis is that the aircraft was a deliberate "plant" to disconcert the Argentines and to get them to chase their own tails.

Whether the British would have sacrificed a valuable Sea King and risked its crew in a mission of such unpredictable returns and outcome is highly debatable.

Colour guide

If the full facts are ever made public — perhaps in decades to come — it is conceivable that theories such as Mr Middlebrook's may be viewed as perceptive. But it is far more likely that they will share the fate of many an Argentine Mirage.

A colourful guide to the forces and weapons of the Falklands War is presented by ***Falklands Armoury.*** Employing photographs and cutaway drawings, the volume gives easy-to-understand guides to the interiors of such weapons as Seacat, Exocet and Milan, and describes how they are used.

This 104-page, large format volume also packs in details and illustrations of ships, aircraft, vehicles and ground forces, lists units and vessels and displays insignia — including ships' badges.

"Operation Corporate" is published by Viking (price £12.95); "Falklands Armoury" is published by Blandford Press (price £9.95).

Illustrations from "Falklands Armoury," reproduced on the dust jacket of Blandford Press's volume on the weapons, webbing, insignia and trophies of the Falklands War.



SCREEN SCENE by Bob Baker

AFTER several years resting up back at the old chuck-wagon, the Western is once again among us.

At any rate, Clint Eastwood's *Pale Rider* is making enough money to ensure that a posse of imitators will soon be saddling up and heading off along the same trail.

The film is an ingenious amalgam of the old Alan Ladd classic "Shane" and Clint's earlier "High Plains Drifter," in which the star played a ghostly, avenging gunfighter.

It's worth noting that Eastwood the director has evidently taken the decision to light his interiors realistically, i.e., with a single candle or kerosene lamp barely illuminating the murk.

On 16mm., as released this month by the RNFC, this is quite acceptable, but on video-tape, when the picture is released on that format, it will probably be a case of "Pitch-Black Rider." See it now, if possible, on film.

A more obvious sort of fantasy is offered by Disney's *Return to Oz*, a sequel — 46 years on — to the old Judy Garland original.

Despite appearances, it's rather too scary and sophisticated to appeal greatly to children, and the various monsters and creatures are certainly adult fare.

Conti venture

That leaves a comedy, a thriller and a comedy-thriller. In the first category comes *American Dreamer*, Tom Conti's Hollywood venture in which he stars as an English playboy being pestered by an amnesiac housewife.

***The Mean Season* is a the thriller entry, with Kurt Russell as a reporter on the track of a brutal killer, until the killer turns the tables and starts to track him.**

And *Water* aims to have the best of both worlds, being a Dick Clement-Ian La Frenais script which sees the funny side of dubious dealings on a Caribbean island. Michael Caine stars.

Recently reissued in the cinema but available from the RNFC on video, *The Hustler* has come in for even more praise from the critics than on its first appearance in 1961.

On its first release, the picture generated an enduring catch-phrase: "You shoot good pool, Eddie." Anyone aspiring to that compliment had better take a look at Steve Davis's *World of Snooker* videotape (RNFC Documentary W.105), in which Davis demonstrates his skills and offers some handy hints to amateur cue-wielders. Very much in the tradition of "The Hustler" is *North Dallas Forty*, a bruising look at the underside of American football, starring Nick Nolte as an over-the-hill player struggling to stay in the team.



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HOW THE BLIND GET THEIR NAVY NEWS



Here is the News . . . Once Allan Sturmey (third from left) has selected suitable items from the current issue of Navy News, they are read onto a master tape by him and his team of willing helpers. With him round the studio table are his wife Jennifer (second right), their son Antony (second left), Sarah Christmas and Victor Cox. Behind the glass it is a key figure in the operation, studio engineer Denis McMahon.

They've got us taped!

Portsmouth pictures by LA(Phot) Kenny Everitt

THIS NEWSPAPER has gained a number of unusual additional "readers" over the past few months — blind naval enthusiasts, who are now able to get their Navy News on recorded tape.

The service is provided by a small team of volunteers belonging to the charitable organisation Portsmouth Area Talking News, which reproduces digests of a variety of newspapers and magazines on cassettes from a small studio in he city.

Soon after Navy News is published each month, items for reading on to tape are selected by PATN volunteer Mr Allan Sturmey, whose full-time occupation of Superintending Naval Stores Officer in Portsmouth Naval Base keeps him in close touch with the Service.

Then, with studio engineer Denis McMahon providing the technical back-up, Allan's team of Navy News "readers" transfer the digest on to a 90-minute master tape, which is in turn dubbed by a £10,000 multiple duplicating machine at the rate of 130 cassettes an hour. PATN pays about £500 per 1,000 tapes.



IN touch . . . Former Portsmouth Naval Base switchboard operator Mr Lou Merrick, one of the "customers" of Portsmouth Area Talking News for the Blind, is pleased that he can keep in touch through the Navy News tapes. His guide dog Sam seems quite happy with the arrangement, too. In the background is PATN's multiple duplicating machine, which can record 130 cassettes an hour.

Feedback

The tapes are then placed in yellow pouches with two-sided address labels and mailed free countrywide by the Post Office. When the blind listener has finished with the cassette the label is reversed and the cassette sent back to PATN for another issue to be recorded.

Allan identifies stories which from experience and feedback he knows the listeners want to hear — from news stories and the "Ships of the Royal Navy" feature to summaries of items in the popular "Calling Old Shipmates" column, with his own phone number as the listener's contact point.

Variety is important on talking news tapes. Natural breaks are provided by musical interludes, deliberate pauses for listeners to record their comments, or other materials — and blind persons have a natural appetite for recorded sounds and impressions to broaden their perception of the world.

This is where Navy News' sighted readers can help . . .

● BY RECORDING two-to three-minute items on to cassette — such as ship's histories, "sounds off", and general descriptions of shipboard activities — for PATN to feed into the Navy News tapes.

● BY INFORMING the organisation of potential new listeners.

● BY RAISING FUNDS for the service. "It is a voluntary system and we have to find the money somehow to buy the tapes," said Allan.

The address is: Portsmouth Area Talking News, 48 Stubbington Avenue, North End, Portsmouth, PO2 0HY.



Taped, sealed and ready for delivery . . . After Navy News for the Blind has been dubbed from the master tape on to cassettes, they are placed in special yellow addressed pouches, popped into a sack — here by Jennifer Sturmey and Sarah Christmas — and sent free by the Post Office.

THE MANCHESTER LINK



IT WAS partly through the enthusiasm of Mr Stephen Kingsberry (second from left), who has been blind since birth, that Navy News for the Blind came into existence.

Stephen has an irrepressible attachment to the Royal Navy and particularly HMS Manchester, named after the city in which he lives and works as a telephonist, and when he was invited to go to sea for a day in the ship he was photographed exchanging tapes with the commanding officer, Cdr. Richard Hastilow. Also in the picture are Lieut. Paul Bell, who was Stephen's guide in the ship, and POWTR John McNally, who hosted him in the Petty Officers' Mess.

Stephen, who also contributes to a BBC Radio Manchester programme for the disabled in which he often presents items on the Navy, is one of a number north of England recipients of Navy News tapes prepared by Portsmouth Area Talking News.

"I am happy with what they do and so are the other blind people who use it," he said. "I hope it will grow. The more blind people who know about it the better."

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Widow thanked 69 years after submarine crash

A BOUQUET sent to the 94-year-old widow of a country doctor has brought full circle a story which began with a man drowning in the sea off Harwich during the First World War.

On August 15, 1916, four submarines of the 8th Flotilla out of Parkeston Quay were carrying out mock attacks on one another when the E4 and the E41 were involved in a collision.

E4, her conning tower ripped off, plunged to the seabed with the loss of her entire 31-man crew. Among the 13 survivors from E41 was an 18-year-old telegraphist called Archibald Symington.

He was on the conning tower when the accident happened, and dived straight over the side.

Telegraphist Symington, now 87 and living in Burgess Hill, Sussex, was in the water for over an hour. He was falling asleep ("Now I realise I was drowning," he says) when he was grabbed by the neck. He glimpsed a white shirt behind him and, thinking it was a ship's cook, called out: "Thank you cookie!"

The story would have rested there had not Mr. Peter Haywood, a researcher for the RN Submarine Museum at Gosport, begun work on a history of the ill-fated E41 and contacted Mr. Symington.

It was while they were reading official reports of the disaster that Mr. Symington discovered that he owed his life not a nameless ship's cook, but to one Surgeon Probationer R. H. Clarke, who had jumped overboard from the destroyer HMS Firedrake on his 26th birthday to rescue him.

It transpired that this same Surgeon Lieut. Roger Clarke RNVR had three weeks earlier been involved in another rescue operation when the ss Koningan Wilhelmina hit a mine off the North Hinder Lightship.

At Mr. Symington's request, Peter Haywood traced Dr. Clarke's career with the help of the Royal Naval Medical Services and the General Medical Council. It transpired that he had left the Navy in 1919 and had, for many years, been in general practice in Worcester.

Dr. Clarke retired in the Sixties, with his wife, to the village of Horton-cum-Studley, Oxfordshire, where he died in 1971. Through former neighbours, Peter Haywood located Dr. Clarke's widow in Cambridgeshire.

Which is why, nearly 70 years after her late husband had saved a drowning submariner, a surprised Mrs. Marjorie Clarke received a large bouquet and a heartfelt letter of thanks.

'TERMAGANTS' IN TOUCH

SEVERAL former shipmates from the Second World War destroyer HMS Termagant have been put in touch with each other — thanks to a survivor of a U-boat they sank.

A request from the German ex-sailor, asking former Termagants to write to him, was published in Navy News. As a result many of them did contact him and they, in turn, were put in touch with each other — writes one of their number, Mr. A. W. Kirkby of 37 Stocks Park Drive, Horwich, Bolton, Lancs.

On a recent visit to Munich Mr. Kirkby met another of the U-boat survivors. Now he would like to get in touch with more of his shipmates from the destroyer.

Mary Rose gift

THE BADGE of HMS Mary Rose, a minesweeper scrapped in 1958, has been presented by her last commanding officer, Lieut.-Cdr. Walter Harvey RN (retd), to the Mary Rose Trust in Portsmouth. It will be displayed alongside artefacts from Henry VIII's flagship Mary Rose.

ROYAL NAVAL ASSOCIATION



Great Belize effort

TOP of the pile — and happy to be there — are Shipmates Dave Callaghan (social secretary), and Capt. Chris Taylor RM (president), Norton Fitzwarren branch.

The huge pile of sacks on which they are sitting contain clothing collected for the poor of Belize by members of Norton Fitzwarren branch and the wives of men serving in Belize with 40 Commando.

The success of "Operation Charity," organised with the Red Cross of Belize by 40 Commando, was largely due to the hard work put in by Shipmate Callaghan.

Soham revives

ONCE an inland port but now miles from the sea, **Soham,** in the Cambridgeshire Fens, recaptured its past on Michaelmas Day when over 400 shipmates paraded through the town after the dedication of the branch standard.

The Church of St Andrew was crowded for the dedication service, conducted by the Vicar, the Rev. Michael Shears.

Cadets from TS Fox formed the guard of honour and after the service 40 standards were paraded at the march past, the salute being taken by Rear-Admiral K. Wilcockson, accompanied by civic dignitaries and area officials. The parade was led by the band of Soham Comrades.

GALA TEA

The ceremonies over, shipmates and their guests enjoyed a gala tea in the pavilion provided by "Shaw" and her team of ladies to whom the branch send thanks for an excellent repast.

A thank-you also to Shipmate Joyce Phillips, whose drive and efforts prevented the occasion from being "well and truly sunk in the Fenland mud."

The newly-inaugurated **Kingston Upon Thames** branch laid up its old standard (discovered in the archives of RNA Headquarters), and dedicated the new one in All Saints Church, Kingston, on October 6.

The service was well supported by shipmates of **No. 1 and 2 Areas,** the guests including TV and radio celebrity David Jacobs, Lieut. Steve Woolley, RN, and members of the ship's company of HMS Naiad, the adopted warship of the branch.

BRANCH NEWS

At the parade which followed, 28 standards were displayed, the salute being taken by the Mayor of the Royal Borough, Councillor Steptoe. After the ceremony there was a celebration in TS Steadfast.

Venue for Great Yarmouth's monthly meetings has changed to the Shadingfield Lodge, Marine Parade. Members meet on the third Monday of the month at 1930 and extend a welcome to visiting shipmates.

If **Deeside** consider themselves top in branch league sport they are not boasting. Today they field five soccer teams, including a very lively under-12 side, and have earned a reputation for scooping the prizes.

Their success dates to 1973 when they won the newly-formed Sunday League, since when they have gone on to win trophy after trophy.

Club members are also keen on indoor games, which has led to the formation of two snooker teams and a ladies' section, a darts team and bagatelle and dominoes teams.

Every year the club holds a sportsman's presentation evening — a big event in the club, and a very successful occasion thanks to Shipmate Tom Pear-

CHRISTMAS IDEAS

THOSE in search of original gifts will find their problems solved by visiting the Park Lane Christmas Fair on December 10 (11.30 a.m. to 6 p.m.) at Park Lane Hotel, Piccadilly, London.

The RNA stall will be among many offering choice gifts and money raised will aid the Forces Help Society and Lord Roberts Workshops.

Shoppers at the fair will be helping to provide specially-designed cottages for disabled service men or women and their families.

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RN liaison leads to top status

DURING the Falklands conflict, the Royal Naval Association proved its worth as a caring and supportive friend of the Royal Navy.

The growing liaison between the two has now been strengthened and the Association is now fully recognised by the Royal Navy as a naval association.

The conferring of this status is due to a list being compiled by the Commander-in-Chief Naval Home Command (CINCNAVHOME) of naval associations which would like to be registered and recognised by the Royal Navy.

Degrees

As reported in Navy News in October, the task of compiling the list has been delegated to CINCNAVHOME by the Admiralty Board. And to help with this task a consultative committee, its members representing the main Service associations including the RNA, was set up.

As a result of initial work by the committee, it has been agreed that naval associations be accorded three degrees of recognition by the Royal Navy — full recognition, recognition and limited recognition.

The Royal Naval Association met the criteria for full recognition which requires, among other things, that an association has a formal constitution, a proper internal administrative organisation and a continuing pool of recruits.

The status of full recognition, can only help the growth of the Royal Naval Association and its long-term prospects. It will mean those serving in the Navy will be encouraged to join the Association and help with the distribution of Association material within the Royal Navy.

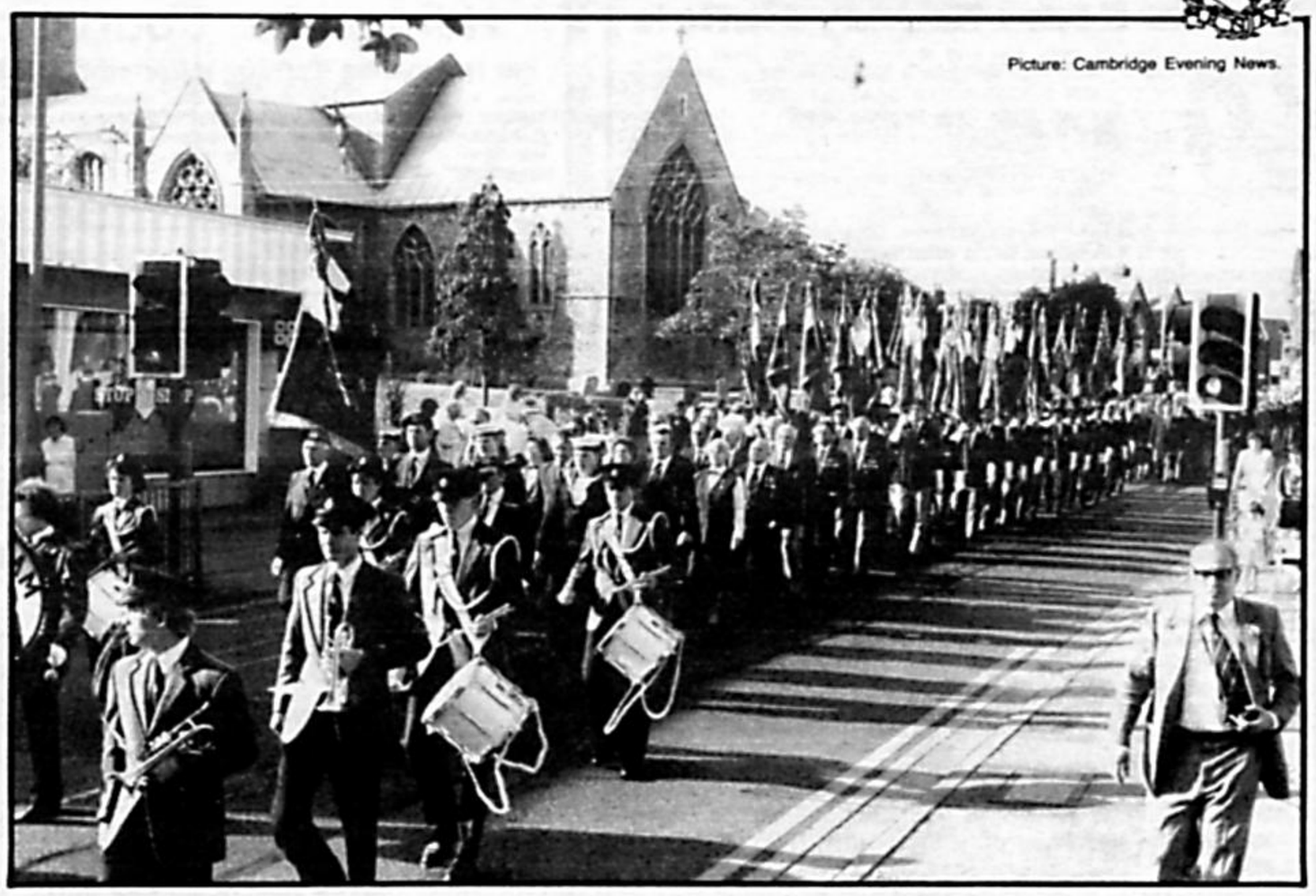
But the Association's new-found status also confers its responsibilities to the Service. It means assisting in encouraging more informed opinion sympathetic to the naval case.

It also calls for a high standard of conduct in all activities to ensure the best interests of the Royal Navy and the care and well-being of serving and ex-serving members of the Naval Service, particularly those in need and distress.

If members feel they are already fulfilling these tasks and have nothing to gain from the new status, they are, according to a memo to branches from the General Secretary, ignoring the long-term future of the Association.

If the Association is to continue on course and play its present role in community life when veterans of the Second World War are no longer here, it is going to need new blood.

The closer the Association gets to the Royal Navy the more hope of attracting acting service officers and other ranks to join the Association and take their place.



Picture: Cambridge Evening News.

Soham's great day as shipmates parade through the town led by Soham Comrades band after the dedication of their branch standard in St Andrew's Church. (See Branch News).

its maritime traditions

son, who has worked hard for years to achieve this. Tom has now retired from sporting activities and has handed over to Shipmate Ken Telford. The branch send thanks for his years of hard work.

The Ulster Hall in Belfast was the setting for a concert in aid of **No 12 Area** RNA conference funds, given by the Royal Marines Band of the Flag Officer Scotland and Northern Ireland.

An audience of almost 1,000 enjoyed a superb musical programme, those present including a vice-president of the Association, Cdr Peter Campbell, the Senior Naval Officer Northern Ireland; the commanding officer of HMS Caroline; and RNR representatives.

Those planning to attend Conference and travel to Belfast by sea will be pleased to know a special deal has been made to enable visitors travelling from a number of departure points in the UK to book their return coach travel if crossing Liverpool-Belfast or Stranraer-Larne, details of which will be sent to branches.

Shipmate Dave England, secretary **Old Clee** (Grimsby), organised a reunion for survivors of HMS Grimsby which coincided with the visit to Grimsby of HMS Brocklesby.

The veterans enjoyed a conducted tour of Grimsby Town Hall where they were shown the ship's silver of HMS Grimsby and at a party in the Spider's Web met the commanding officer and members of the ship's company of the Brocklesby, five of whom later visited the Jack Cornwell VC ward of Grimsby Hospital, adopted by Old Clee branch.

Hard work by the branch at the harvest festival raised £170 for the central Charities Fund.

WILDFIRE

A Trafalgar Night dinner-dance, organised by **Chatham** and **Sittingbourne** branches, was held at HMS Wildfire by kind permission of Cdr. D. Stoyles RNR.

The evening was shared by shipmates of the **Isle of Sheppey, Tunbridge Wells** and **Reigate,** the highlight being a display by Chatham Marine Cadet Unit, directed by Cadet Band Master Guyver.

Chatham branch is holding its Christmas ball at HMS Wildfire on December 20 and tickets will be available from Shipmate Harry Burgon, 61 Northumberland Avenue, Rainham, Kent (tel. 0654-32773).

A games evening and supper organised by Shipmates of **Stratford-upon-Avon,** though poorly supported, raised £30 for the Central Charities Fund during RNA Charity Week.

Yeovil hosted **No 4 Area** meeting, chaired by Shipmate Charles H. Thompson and attended by representatives of 22 branches. The turn-out of members and organisation won local praise from local Mayor, Joy Stanton.

OBITUARY

Shipmate George "Gee" Pascall, Christchurch, October 17, aged 79.

Shipmate Darby Allen, Christchurch, September 18, aged 78.

Shipmate Clifford Brightman, Newton Abbott, October 1, aged 53.

Shipmate Cdr. R.I. Gilchrist, president Lowton, October, aged 63.

Shipmate George Branch, former Chairman and Secretary, Sittingbourne, October 1, aged 71.

Shipmate Hobson, Wakefield, October 9.

Shipmate Arthur Searle, founder member Dorking, September 23, aged 84.

Shipmate Charles E. Hickman, chairman and founder member Bingham and District, October 13, aged 65.

Shipmate Cynthia Dorothea Mua Dixon, Gravesend, September 8.

Shipmate Gordon (Rocky) Knight, Winchester, October 29, aged 88.

Shipmate Arthur Tripptree, vice-chairman, Mitcham, Morden and Wimbledon, November 3, aged 65.

At the branch Trafalgar Night dinner held in the Four Acres the guest speaker was the Earl of Winchelsea who spoke about the House of Lords. Shipmate Dennis Foss, another of the speakers, related some of his wartime experiences.

At a reception in **Malta** the "new look" houseflag of the Association was presented to shipmates of Malta by Shipmate Ron Joy, vice-chairman No 1 Area, and now has pride of place in their Valetta headquarters.

Fund-raising efforts by shipmates of **Doncaster** raised £200 for the Royal National Lifeboat Institution, £30 being raised by Shipmate Joan Greig, formerly of Purley branch. Members have enjoyed visits to neighbouring branches and in turn entertained shipmates of Purley, who during their visit presented the branch with their plaque.

MEMORY

Shipmates from **Douglas** and **Ramsey** branches in the Isle of Man turned out in strength to commemorate the 180th anniversary of the Battle of Trafalgar and honour the memory of Capt John Quilliam, a local hero, who fought in the battle and is buried in Arbory Churchyard, Castletown.

The service in Arbory Parish Church was conducted by the Rev Clayton, assisted by the association's chaplain, Father Hurst. Castletown Silver Band provided the music with a hymn recital by the Wanderers Choir.

After the service a wreath was laid on behalf of the Association on the grave of Capt Quilliam by Shipmate Bill Kaye.

Jubilation at **Brentwood** who scooped the first prize in their local carnival on their first attempt. They won the overall cup for their entry HMS Brentwood, which appropriately was dressed overall bearing a complement of smart sailors, male and female.

GRIM STORY OF SURVIVAL ON RAFT



Shipmate O'Neill
Picture: Isle of Man Examiner

AUTHOR John Winton, who is compiling a book on HMS Glorious, heard a grim tale when he interviewed Shipmate James O'Neill, one of 36 out of a complement of over 1,000 to survive the sinking of the carrier.

Shipmate O'Neill, a member of Douglas branch, Isle of Man, was one of 40 men to take refuge on a raft after the Glorious went down off Narvik in June, 1940. Four days later, he and a companion were the only two alive.

Without food or water for four days, the cold of the North Atlantic killed off their companions and the sad task of burying them at sea fell to Shipmate O'Neill and the other survivor.

When they were finally picked up by a Norwegian fishing trawler, Shipmate O'Neill and his companion, now weak and exhausted, had eight dead men for company, not having the energy to bury them.

On the trawler they joined 35 other survivors, one of whom died after rescue, leaving 36 of an original crew of over 1,000 to remember them and recount the story.

Shipmate O'Neill attributes his own survival to a good-luck charm — a baby's caul — given to him by his mother and which he was wearing.

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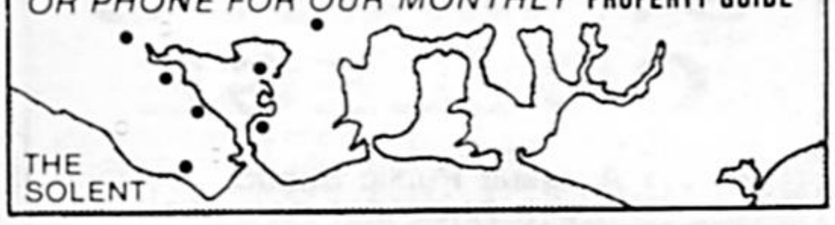
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HMS WESSEX is assembling an archive of its previous vessels. At present we are unable to find any information on the following vessels: HMS ZETLAND, HMS DERG, ML 248 or P 2248, ML 595 or P 2595. Anyone having any information especially a photograph of these vessels please contact CPOMEA Reynolds, HMS WESSEX, 50 Berth, Southampton Docks, Southampton, or 0703 38827.

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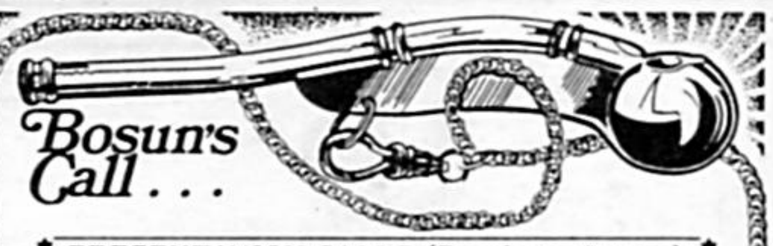
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Argonaut gets that welcome feeling . . .

HMS ARGONAUT received a great American welcome when she visited the ports of Wilmington and Alexandria before returning across the Atlantic on Exercise Ocean Safari.

After passage up the Delaware River to Wilmington, the frigate was greeted by the mayor, military representatives, and local press and television. More than 4,000 people looked over the ship, the "dial-a-sailor" switchboard was swamped, and local hospitality was overwhelming!

A week later the ship sailed through the Chesapeake-Delaware Canal to the Potomac River for passage to her next port of call, Alexandria, Virginia.

A welcoming party included the mayor, who presented the Argonaut's commanding officer, Cdr. Simon de Halpert, with a football signed by the Washington Redskins. The capital is only five miles up the road.

TOWED ARRAY

More than 3,000 people visited the ship, and several groups of Pentagon staff went on board to inspect the 2031 Towed Array Sonar.

Many of the ship's company took in sights such as the White House, the Lincoln and Washington memorials, and the Smithsonian Institute, and a few lucky ones got tickets to watch the Redskins playing the New England Patriots.

Type 23s to have CACS 4

THE Ferranti Computer Assisted Command System, CACS 4, has been selected for the Navy's Type 23 frigate. Under a £17 million contract, Ferranti Computer Systems is to supply an initial five production systems.

CACS 1 is already at sea in the Type 22 frigates HM ships Boxer and Beaver, and a similar CACS has been specified for the Type 22 Batch 3 frigates.



Superb occasion

MRS. Rhoda Collins, wife of the commanding officer of HM submarine Superb, Cdr. Jeff Collins, aided and abetted by OS Lee Apsley, the youngest member of the crew, cuts the traditional cake at a rededication ceremony at Devonport. The nuclear powered Fleet submarine completed a two-year refit on September 13 — right on schedule.

Major work included the installation of the Sub Harpoon missile system, and the overhaul of 6,000 items of equipment.

Vernon items on sale

HMS VERNON has commissioned a number of items to commemorate the closing of the establishment after 114 years. All are available to ex-Vernons serving and retired.

Most expensive of the mementos is a limited edition of 150 solid silver rum tubs, commissioned by the wardroom from Barry Witmond, and costing £260 each. Silver plate rum tubs in a limited edition of 500 are available at £100 each.

Other items include a crystal decanter with silver or plain neck (£48 or £42, plus £2.50 postage); a crystal goblet (£10.50, plus £1.60); crystal spirit tumbler (£7.50, plus £1.60); and a colour photograph of the wardroom (£3).

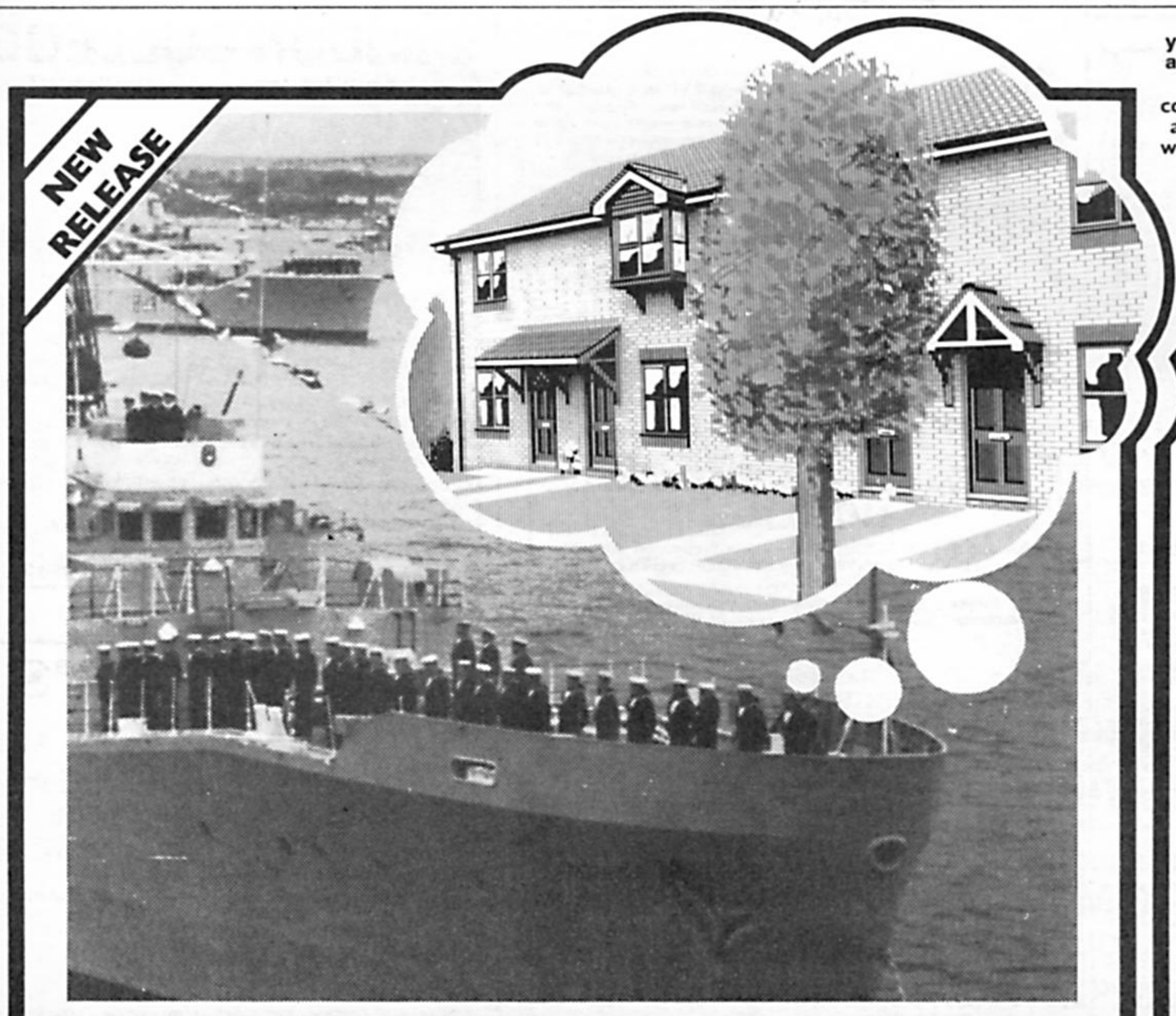
PAYMENT

Payment in full with each order is necessary so that Vernon can clear the financial arrangements before closure in March.

Final date for orders is January 31. Full details can be obtained from Lieut.-Cdr. Lawrence Jay (ext. 24521), who says the mementos are available to everyone, not just to ex-Vernon wardroom members.

The wardroom, in fact, had its final "public run" over the weekend of Remembrance Sunday. Visitors were able to see the panelling, pictures and silver for the last time before the establishment closes and the contents are dispersed.

Artefacts on display included a sledge from Captain Scott's ill-fated polar expedition, medals of famous admirals, and a solid silver font presented to the battleship HMS Nelson by Sir Arthur Conan Doyle and now valued at £120,000.



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WIMPEY WELCOME HOME

†Discounted Price

HEART-SWOP TRAGEDY

RNBT gives emergency help

NAVAL WIFE Janet Leahy died in Harefield Hospital on November 2, a month after receiving a new heart during an operation performed by top surgeon Mr. Magdi Yacoub.

Janet (29), wife of LS Michael Leahy of HMS Nelson, appeared to be making a good recovery until complications set in and her kidneys failed.

The transplant had been her only hope after doctors gave her just a month to live as she began to decline from a rare form of heart valve disease contracted at birth.

TRAUMATIC

During the traumatic months leading up to the heart-swop operation, and during the difficult weeks since, social workers from the Naval Personal and Family Service have stood firmly behind husband Michael, enabling him to keep a bedside vigil.

When it became necessary for Janet's five-year-old son Timothy to be looked after by his grandparents in Birmingham, the RNBT put its emergency procedures into operation and immediately provided Michael with a monthly season ticket. Over the intervening months the Trust helped as and when it could.

Michael knows that whatever problems lie ahead of him and young Timothy, he has the steadfast support of the NPFS and the RNBT.

RECORD PAYMENTS ON RELIEF WORK

Favourite of RNA

GUEST of honour at the RNBT annual meeting was Vice-Admiral Sir Ernie Pope, President of the Royal Naval Association, who said that Pembroke House was a particular favourite of his organisation.

This year the RNA is providing a £15,000 ambulance for the home for old seafarers.

PAYMENTS by the Royal Naval Benevolent Trust last year amounted to nearly £918,000, including a record sum on relief work. Income over the same period amounted to just over £1,073,000.

Revealing the figures in his accounts for the year ended March 31, 1985, treasurer CPOWEA Norman Hill said at the Trust's annual meeting in London in November that both income and expenditure represented increases of about 19 per cent.

Outstanding among the Trust's benefactors had been King George's Fund for the Sailors and Greenwich Hospital. KGFS had contributed £151,559 to the general and special funds, while £160,000 was paid to the Trust under the recently established Jellicoe (Greenwich Hospital) Annuity Scheme.

Increase

The doubling of the annual grant from Greenwich accounted for a substantial increase in money to the RNBT special funds.

Grants made to individuals — the Trust's highest priority commitment — had increased by 30 per cent. Mr. Hill pointed out that Trust money given to individuals had doubled between 1982 and 1985.

The excess of income over expenditure was £155,093, about the same as the previous year's operating surplus. It was necessary to budget for an annual surplus so that Trust could strengthen its investments. Not far short of half its regular annual income is derived from investments.

Book value of investments had increased considerably due to switches which had improved the RNBT portfolio's prospects of producing increased annual income or greater capital appreciation.

MORE PLEASE

LAST YEAR the Grants Committee of the RNBT gave away a record £507,231 to assist individuals in need of financial help. Half way through the current year grants were up to £303,947, already well ahead of the period under review.

Mr. H. C. Macartney told the annual meeting that this level of spending demanded that supporters of the Trust not only continued their support but increased their donations.

By the end of the current financial year, the RNBT's expenditure is expected to have grown to a record £3,250,000.

He praised the efforts of the Variety Club of Great Britain (£10,994), the Trafalgar Day Orphan Fund (£9,929) and the Submarine Memorial Fund (£4,441), for whom the RNBT had acted as agents. Already this year the Trust had disbursed nearly £17,000 on behalf of the three organisations.

Oldest resident dies aged 102

OLDEST resident of the RNBT's Pembroke House at Gillingham, Mr George Burns, who served in the Royal Marines Light Infantry from 1900 to 1925, died on November 4 in his 103rd year. George once featured on the cover of a Royal Marines Band long-playing record.



Mrs. Marion Waite . . . setting up home at 83.

STARTING AGAIN!

FORTY-THREE years have elapsed since Mrs. Marion Waite first approached the Royal Naval Benevolent Trust for help. But now, just as it was in 1942, the Trust has been ready, willing and able to assist her.

Marion, a spritely 83, has not had an easy life. Her 21-year marriage to Chief Ordnance Artificer John Waite was shattered when he was lost in HMS Eagle on convoy duties in the Mediterranean in 1942.

Four months earlier a son, one of five children, was killed on active service with the Royal Air Force.

The RNBT stepped in to help, while Marion became an air raid warden to augment her war widow's pension.

Eleven years later the Trust again helped Marion when she decided to leave England to live with a daughter in America. She returned twice to this country, the second time to live with another daughter. When this daughter died earlier this year, Marion decided to set up home for herself.

She was given a council flat in Leigh Park, near Portsmouth, but did not have the reserves to buy essential furnishings. Now the RNBT has come to Marion's aid once again — with a grant for the purchase of a cooker and fridge.

Wherever you go

RNBT



is ready to help you or your dependants in financial need

Applications for assistance to:

THE GRANTS COMMITTEE

2a TIPNER ROAD, PORTSMOUTH PO2 8QR

General inquiries to Head Office:

HIGH STREET BROMPTON, GILLINGHAM KENT ME7 5QZ

Admiral's thanks

A SPECIAL vote of thanks was given to the Portsmouth Local Committee — the Grants Committee — by the President of the Royal Naval Benevolent Trust, Vice-Admiral Sir James Kennon, at the annual meeting.

Making of grants is the heart of the RNBT's business, and the personnel on the Grants Committee, most of whom are serving ratings, meet twice a week to process the thousands of individual applications for help.

Admiral Kennon also expressed gratitude to commanding officers who allowed committee members time off to do their valuable work.

No public appeal for funds is made by the RNBT, said Admiral Kennon. He thanked the men of the Royal Navy and the Royal Marines for their support through rebate, canteen rebate and extra Naafi rebate, and said the generosity of King George's Fund for Sailors and Greenwich Hospital had made a great difference to the Trust's finances.



AIRBORNE WELCOME

GULLS from the Union Flag-bedecked Rockall take an interest in HMS Leeds Castle during her visit to the lonely outcrop. The "call" was part of a busy seagoing spell for the fishery protection vessel before a short maintenance period at Rosyth.

Milbrook diver gets wet with a difference!

PACKS of Brownie Guides have been visiting the Navy as part of a nationwide effort to raise money for the Save the Children Fund — by selling as many cups of tea as possible in the most unusual situations.

When members of the 1st Polruan pack boarded HMS Milbrook in Fowey Harbour, Cornwall, tea was served in the engine room, on the fo'c's'le, on the bridge and bridge wings, and to the ship's diver, AB Keith Penny, in the water.

Two air stations to benefit were Portland, served by the 1st Chickerell pack, and Yeovilton, whose cuppas were brewed by the 1st Yorlington Brownies.

More than 160 cups of tea were sold to thirsty submariners on board HMS Otus in Devonport Naval Base. The Otus is due to recommission in March after a two-year refit.

Causing a stir

ON HIS first visit to a Naval Air Command establishment since taking up his appointment of First Sea Lord, Admiral Sir William Staveley stirred HMS Heron's Christmas pudding with a wooden aircraft propeller.



Light fantastic . . . Nine-year-old Tony Small finds himself the centre of the circle at Paulsgrove's Pelican Playgroup fireworks party. With him (seated, foreground) are little sister Lucy (3), Mum Mrs. Kay Small, a naval wife and playgroup helper, Emma Jan Bray (5) and Family Services social worker Vickie Siggens.

Picture: LA(Phot) Geoff Dowen Fleet Photographic Unit.

Sparkling affair at Paulsgrove

NAVAL estates and establishments celebrated Guy Fawkes night in style. Among this year's events was a sparkling affair which went with a real bang for residents of Paulsgrove naval estate in Portsmouth (see picture below).

Some 70 mums, dads and children attended a firework display behind the Pelican Playgroup premises, organised by representatives of Naval Family Services, the playgroup leader, Mrs. Carol Bray, and her assistant Mrs. Kay Small.

CHRISTMAS

Copious quantities of coffee, hot-dogs and flapjacks were consumed during a cold but entertaining evening.

All proceeds from the evening's events will go towards Christmas entertainment for children on the estate.

Arrow first to the jetty

THE FIRST new jetty to be constructed this century at Devonport became operational on Trafalgar Day, two months ahead of schedule.

Known as Rubble Jetty because it extends into the Hamoaze towards Rubble Bank, the new facility in South Yard can accommodate two Type 22 frigates or ships up to 4,000 tons displacement. First to use it was HMS Arrow.



NAVY NEWS READER SERVICES

POINTS LEADERS

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at November 1, 1985.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during October.

PO(EW)/RS(W) — Int (22.3.84), 6; **LS(EW)/LRO(W)** — Int (11.9.84), 5; **PO(M)** — Int (21.8.84), 1; **LS(M)** — 86, 9; **PO(R)** — Int (20.9.83), 3; **LS(R)** — Int (1.3.84), 5; **PO(S)** — Int (21.8.84), Nil; **LS(S)** — Int (2.9.83), 6; **PO(D)** — Dry, Nil; **LS(D)** — Dry, Nil; **PO(MW)** — Int (5.12.84), 1; **LS(MW)** — 104, 2.

PO(SR) — Dry, Nil; **LS(SR)** — Dry, 2; **POPT** — 470, 3; **RPO** — 501, 3; **RS** — 146, 4; **LRO(G)** — Int (12.6.84), 9; **CY** — 146, Nil; **LRO(T)** — Int (14.6.83), 2; **PO(S)(SM)** — Dry, 2; **LS(S)(SM)** — Int (29.1.85), 5; **PO(TS)(SM)** — Int (1.8.85), 3; **LS(TS)(SM)** — Int (15.5.84), 4; **RS(SM)** — 369, 1; **LRO(SM)** — Int (4.12.84), Nil; **PO(UW)(SM)** — Dry, Nil.

POMEM(M) — Int (22.6.83), 9; **LMEM(M)** — 147, 9; **POMEM(L)** — Int (25.4.84), 7; **LMEM(L)** — Int (1.8.83), 8; **POWEM(O)** — Dry, 7; **LWEM(O)** — Int (31.5.84), 3; **POWEM(R)** — Dry, 7; **LWEM(R)** — Int (1.8.84), 2; **POMEM(M)(SM)** — 185, 4; **LMEM(M)(SM)** — 180, 10; **POMEM(L)(SM)** — Int (22.8.84), 2; **LMEM(L)(SM)** — Int (19.10.84), 3; **POWEM(O)(SM)** — Dry, 3; **LWEM(O)(SM)** — Int (23.11.83), 2; **POWEM(R)(SM)** — Dry, 1; **LWEM(R)(SM)** — Int (7.9.84), Nil; **POWTR** — 113, 5; **LWTR** — Dry, 2; **PO(SEA)** — Int (14.6.85), Nil; **POSA** — 462, 7; **LSA** — 191, 8; **POCA** — 125, 4; **LCA** — 365, 1; **POCK** — 384, 8; **LCK** — 179, 8; **POSTD** — 442, 3; **LSTD** — Int (19.6.84), 15; **POMA** — 430, 5; **LMA** — 253, 8.

POAEM(M) — 330, 19; **LAEM(M)** — 359, 26; **POAEM(WL)** — Int (24.2.84), Nil; **LAEM(WL)** — 290, 1; **POAEM(R)** — 204, 2; **LAEM(R)** — 141, 2; **POA(AH)** — 112, 1; **LA(AH)** — 191, 1; **POA(SE)** — 393, 1; **LA(SE)** — Int (25.11.83) 1; **POA(PHOT)** — 781, 3; **POA(MET)** — 869, Nil; **POACMN** — 247, Nil.

POWREN CK — 391, Nil; **LWREN CK** — 192, 0; **POWREN DHYG** — 110, Nil; **POWREN DSA** — Int (5.6.84) Nil; **LWREN DSA** — 260, Nil; **POWREN(RADAR)** — 288, Nil; **LWREN(RADAR)** — 289, Nil; **POWREN REG** — 285, Nil; **POWREN RS** — 128, 1; **LWREN RO** — 218, 3; **POWREN SA** — Int (21.2.85), Nil; **LWREN SA** — 174, 2.

POWREN STD — 262, Nil; **LWREN STD** — 376, Nil; **LWREN TEL** — 329, Nil; **POWREN ETS** — (11.9.82), Nil; **LWREN ETS** — 264, Nil; **POWREN WTR G** — 227, 1; **LWREN WTR G** — Int (14.2.84) 3; **POWREN WTR P** — 260, Nil; **LWREN WTR P** — 244, 2; **LWREN WTR S** — Dry, Nil; **POWREN AEM(M)** — 271, Nil; **LWREN AEM(M)** — 299, Nil; **POWREN AEM(R)** — Dry, Nil; **LWREN AEM(R)** — 161, Nil; **POWREN AEM(WL)** Int (24.2.84), Nil; **LWREN AEM(WL)** — 129, 1; **POWREN PT** — 415, Nil; **POWREN WA** — Int (14.2.85), Nil; **LWREN WA** — Int (18.10.83), 1; **POWREN MET** — 554, Nil; **LWREN MET** — 384, Nil; **POWREN PHOT** — 567, Nil; **LWREN PHOT** — 436, Nil; **PORGN** — Int (4.9.84), Nil; **POEN(G)** — 223, 2; **LEN(G)** — Int (18.10.83), 3.

Since the formation of the ETS branch the roster for POWREN ETS has been run in strict Basic Date order, and any merit points awarded to former LWREN ED/TSA's have been cancelled. This situation will remain until further notice.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 301, Nil; **POWREN MT** — 671, Nil; **LWREN MT** — 552, 1; **POWREN TEL** — 336, Nil.

OVER TO YOU

Wrens' March: Mrs. Pat Wilkinson, c/o 1 Church Road, Parkstone, Poole, Dorset, BH14 8UF, writing on behalf of the local branch of the Association of Wrens, is trying to locate a record or tape of their march, which they heard played at the Festival Hall reunion.

Nelson Medal: Mr. S. R. Westaway, 87 Westonfields, Totnes, Devon, asks if any reader has information about a medal, on the back of which is inscribed, "From BFSS, Nelson Centenary, containing Victory Copper. ERVII."

Stranded Liner: Mr. S. A. Lilliman, 4 Bedford Road, Kempston, Beds., MK42 8AD, asks if anyone can tell him the name of the Royal Navy "D" class cruiser which stood by the stranded Spanish liner Cristobal Colon off Bermuda in October 1936.

Hat Band: Mrs. A. H. Jones, 28 Spinney Green, Eccleston, St Helens, Merseyside, WA10 5AH, has lost the HMS Acropolis hat band given by her father, and promised for her daughter when she grew up. Can anyone help?

Medway Queen: Mr. Frank Wright, of 25 May Road, Rochester, Kent, mentioning that the Brighton and Forth are both being broken up in a creek off the River Medway, adds that the paddle steamer Medway Queen is now at Chatham "in a sad state" but that a preservation society has been formed. She was a minesweeper during war and a veteran of Dunkirk, returning to passenger excursion work until 1963. Details of the preservation society from: 81 Park Avenue, Gillingham, Kent, or 88 Bicknor Road, Maidstone, Kent.

Maritime Auction: An auction of artefacts in aid of the British Maritime Charitable Foundation is planned for April 3 next year in London. The foundation, of which Countess Mountbatten is hon. president, was established to promote greater awareness and understanding of the sea and all its facets. Anyone wishing to donate an artefact — such as a work of art, model, flag or weapon — or to attend the auction should contact the Foundation at 19 Bevis Marks, London, EC3A 7JB.

HMS Shoulton: Mr. D.J. Mills, 35 Nutley Avenue, Saltdean, Brighton, BN2 8ED, is trying to locate a photographer of HMS Shoulton as a coastal minesweeper 1955-57, before conversion to a minehunter.

Wren Badge: Mr. R. Denne (ex-CPO), 33 Woodside Park, Bordon, GU35 0HF, would like to return an Association of Wrens badge found in Bayeux war cemetery, France.

Seeking Pictures: Mr. Bill Sanderson, 4 Springfield Gardens, Keighley, West Yorks, researching for a book, is hoping to locate pictures of HMS Kelvin which was in collision with HMS Kashmir on the way to Narvik, and also of HMS Cossack which took the Kashmir in tow.

HMS Woodpecker: Lieut. John Nundy, HMS Royal Arthur, Corsham, SN13 2RE, researching the history of HMS Woodpecker, sunk in the Second World War and in which his father, Senior Commissioned Gunner C.A. Nundy, served, would welcome information connected with either the ship or his father.

Battle of the Atlantic: Mr. Stephen Kingsberry, blind naval enthusiast of 360 Barlow Moor Road, Chorlton-cum-Hardy, Manchester M21 2AZ, is seeking taped copies of the radio programmes "Battle of the Atlantic" and "The Submarine" and any documentary material anyone might have about the Royal Navy. He can be contacted by telephone on 061-872-1234 or 061-872-1010 (work) or 061-881-9102 (home).

REUNIONS

HMS Paladin (1941-63): At the reunion of former members of the ship's company of the Paladin, attended by nearly 60 members and held at HMS Vernon, it was agreed that a HMS Paladin Association should be formed. Those interested contact Mr. Fred Plenty, 43 Sydenham Road, Bridgwater, Somerset, TA6 4DQ (tel. 0278 424641). A stamped addressed envelope would be appreciated.

21st Destroyer Flotilla (1939-45): Those interested in a reunion in London, contact Mr. N. White, White Hart Cottage, Bow, Devon, EX17 6EX (tel. 03633-520).

HMS Sheffield (1981-82): It is hoped to hold a reunion in May of those who served in the Sheffield on Gulf Patrol and in the South Atlantic. For details contact Mr. P. McClafferty, 61 Billy Lawn Avenue, Leigh Park, Havant, Hants, PO9 5HL.

HMS Venerable Association: A reunion dinner is planned at the Barr Hotel, Great Barr, Birmingham, on April 12, tickets £9. For details contact Mr. B. Redfern, "Hazledene," 64 Coppice Road, Talke, Stoke-on-Trent, ST7 1UA (tel. Kidsgrove 4876).

HMS Plymouth 1982: Members of the POs' Mess (Fwd and Aft), Falklands deployment, interested in a 1986 reunion, should contact Mr. Dave McDonald, 153 Primrose Avenue, Camdean, Rosyth KY11 2TZ (tel. 0383-414462).

HMS Dreadnought 1963-82: A reunion is proposed for Easter 1988 for those who served in the Dreadnought. Details from Mr. D. A. Tull, 11 McDermott Road, Borough Green, Kent TN15 8SA (enclose SAE), or telephone Borough Green 883940.

Seafield Park Hood Division 1943: Members of Hood Division who joined at Seafield Park, Jan 1943, then split up for HMS Caledonia and Torpoint, reuniting again at Newcastle-Under-Lyme, Jan 1944 to Dec 1945, interested in a reunion in April 1988 should contact Mr. David Lane, 130 Hendford Hill, Yeovil, Somerset BA20. Tel. Yeovil 75642.

Type 22 Club: All type 22 CPOs are invited to a reunion on Dec 19. For details contact Mess President, CPOs' mess, HMS Battleaxe.

The committee and members of the **DEMS Association** send their thanks to Hanworth Royal Naval Association Club for the facilities provided for their third reunion attended by 115 memebrs and wives.

The first **HMS Jamaica** reunion, held at the Judges' Lodgings, Gloucester, was a great success. The ship's battle ensign, presented to the city of Bristol in 1945, was loaned for the occasion, which was attended by 48 men. So far 110 ex-crew members have been contacted. Details from Mr. Dennis Gray, 68 Fallowfield Road, Grimsby, South Humberside DN33 3HB.

HMS Cardigan Bay 1948-50: Old oppos had their first reunion for 35 years in Manchester. Ex-shipmates should contact Mr. Eric Smallshawn, 55 Mees Square, Eccles, Manchester M30 7AF (tel. 061-789-3421).

Bolton Branch of the **Royal Naval Patrol Service Association** held a Trafalgar Night dinner at which the toast was proposed by Rear-Admiral Sir David Haslam, guest of honour. Guests included Lieut. S. C. Jermy, commanding officer of HMS Upton.

Any senior rate who served in **HMS Pembroke** is eligible to join The Pembrokers, a club which now has more than 60 members and meets on the last Friday of each month in the Civil Service Sports Association clubhouse on Watling Street, Chatham. For more details, contact secretary Dan Creasy, Crossways, 184 Rede Court Road, Rochester, Kent ME2 3TU (tel. 0634 75784).

HMS Victorious and Squadrons 1941-1945: As a result of a successful reunion held at RNAS Yeoviliton in September, the Victorious Reunion Association has been formed with the elected delegates responsible for areas throughout the UK. Any ship's company or squadron personnel (1941-45) wishing to join should write to: A. E. Hart, 556 Haslucks Green Road, Majors Green, Shirley, Solihull, West Midlands B90 1DT, tel. 021-430 3863, who will redirect as necessary.

Ex-Royal Marines Bugle Majors and Drum Majors are invited to contact WO1 P. Pritchard, Corps Bugle Major, Royal Marines School of Music, Deal, Kent CT14 7EH, with a view to holding a reunion for the above during late 1986.

Wartime **Ark Royals** celebrated their ninth reunion weekend in Portsmouth, highlight of which was a dinner for 120 on board H.M.S. Ark Royal at which the guests of honour were: Admiral of the Fleet Lord Hill-Norton and Lady Hill-Norton; Admiral Sir Desmond Cassidi and Lady Cassidi; Capt J.L. Weatherall, commanding officer of the present H.M.S. Ark Royal and the Hon. Mrs. Weatherall. The occasion was used to represent to the ship the silver bell cast 40 years ago in memory of previous Ark Royals. The presentation was made on behalf of the wartime Ark Royals by Mr. G. W. Wilkinson.

FAA Artificer Apprentices Drake Division (1945-49) 40th anniversary reunion will be held on February 1 at the Royal Sailors' Home Club, Portsmouth. Details from J. W. Worthington, 5 Wyaston Road, Ashbourne, Derbyshire DE6 1DD (tel. home 0335-43935, office 0332-42691).

PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in November:

OPERATIONS BRANCH

SEAMAN GROUP

To CPO(OPS)(R) — D. F. Boath (York), P. N. Clisby (St. Vincent), J. A. Fare (Charybdis), S. Palmer (Osprey), G. E. Levesley (RAF Boulmer).

To CPO(OPS)(M) — T. G. Harman (Bristol).

To CPO(MW) — D. J. Moores (Abdiel), R. B. Bashford (Abdiel).

COMMUNICATIONS

To CCY — J. G. Ashdown (Beaver).

REG, PT and R)

To MAA — D. C. Harfield (Ariadne).

SUBMARINE SERVICE

To CPO(OPS(S)(SM) — N. M. Fisher (SM2).

MARINE ENGINEERING

To CMEM(M) — R. A. Kennedy (Sultan), J. Shanley (Drake), J. Stevenson (Neptune), D. B. Finlay (Nelson), B. C. Kennedy (Cochrane), A. Bestwick (Osprey), M. E. Murphy (Drake), A. C. Hutchings (Battleaxe).

SUPPLY AND SECRETARIAT

To CPOWTR — P. F. Bryant (Intrepid)

To CPOSTD — R. J. Frowde (Brilliant), W. R. Hughes (Boxer).

FLEET AIR ARM

To CAEM(R) — A. Smith (815 Flt 221), G. R. Palmer (Daedalus), F. A. Hayne (Seahawk), R. May (Seahawk), S. E. Murray (RFA Aviation), R. A. Rowe (Daedalus), R. W. Farrer (Osprey).

To CAEM(WL), includes (L), (W) and (O): T. Kayll (771 NAS).

To CPOA(AH) — S. E. Smith (Royal Arthur).

To CPOA(PHOT) — K. Gibson (Daedalus).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in October for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA(M) — J. R. Beer (Avenger).

To ACCWEA(ADC) — R. J. Etteridge (Aurora).

To ACCMEA(ML)(SM) — P. J. Le Feuvre (Resolution), D. W. Paton (Renown). D. Cattroll (Renown).

To ACCMEA(EL)(SM) — S. A. Murray (Resolution).

To ACCAEA(M) — J. J. Hoyle (Seahawk).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in August:

CPOMEA A. L. Agnew (Penelope), P. T. McDonald (Rosyth FEC), G. A. Phillips (FOST).

ACPOMEA — S. Clargo (Galatea), G. E. Cox (Revenge Stbd), A. M. Lewis (Alacrity), G. E. Lodge (Splendid).

ACPOMEA(L) — K. S. Durn (Portsmouth NB).

CPOAEA(L) — T. N. Bradshaw (829 NAS).

CPOWEA — T. P. Carkett (Andromeda), S. M. Hodge (Intrepid), R. J. Metcalfe (Glasgow), I. C. MOORE (Arethusa), S. O. Richards (Neptune), S. J. Riddall (Brave), D .K. F. Sage (Fife), C. N. Williamson (Neptune).

ACPOWEA — G. Hick (Exeter), I. D. Middleton (Walrus), T. F. Plunkett (Jupiter).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in August:

ACT1 — D. B. Turner (9th Signal Regt), F. J. Wheeler (SCU Leydene).

MT1 — B. A. Reid (RNH Haslar).

AMT1 — A. P. Swain (RNH Haslar).

RNR

LEFT THE RN? MISSING IT?

Then why not join the Royal Naval Reserve?

We are getting new Minesweepers and Fast Patrol Craft and we need your training and experience, as an officer or rating, especially if you were in the Seaman branch or a Radio Operator, and even if you don't live near the sea. We need men and women without previous Service experience too.

If you would like a worthwhile spare time activity that would keep you in touch with the RN, and are aged 16 to 33 (under 45 with former RN service) then fill in the coupon for more details

CAPTAIN P. H. WRIGHT RN
OFFICE OF THE COMMANDER-IN-CHIEF
NAVAL HOME COMMAND
HM NAVAL BASE, PORTSMOUTH PO1 3LR

Please send me full details of joining the Royal Naval Reserve. (Inquiries from UK residents only).

Name (Mr./Mrs./Miss)
(BLOCK CAPITALS PLEASE)

Address

.....

Previous Rank/Rate Age.....

NN7

RNR
ROYAL NAVAL RESERVE

PEN-PALS

READERS seeking pentriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Elizabeth (22), Farnborough, Hants.
Suzanne (19), Geneva, Switzerland.
Barbara (35), 5ft. 3in. Nottingham.
Janice (17), 5ft. 8in. Ellesmere Port.
Sarah (15), Ponteland, Northumberland.
Janine (26), Devon Hills, Tasmania.
Joy (35), 5ft. 6in. Plymouth.
Denise (21), Stourbridge, W. Midlands.
Jo (39), red hair, Plymouth.
Rosalind (22), 5ft. 6in. Winchester, Hants.
Karen (25), 5ft. 5in. Norwich.
Christine (24), Nantwich, Cheshire.
Monica (37), 5ft. 6in. Cambridge.
Irene (23), 5ft. 5in. Portsmouth.
Becky (19), 5ft. 10in. Newtown, I.O.W.
Elaine (36), 5ft. 3in. Plymouth.
Diane (20), 5ft. 3in. Wythenshawe.
Claire (19), blue eyes, Bexleyheath.
Fiona (19), 5ft. 4in. Sunbury-on-Thames.
Valerie (17), 5ft. 4in. Preston, Lancs.
Sheila (30), 5ft. 6in. Lewes, Sussex.
Sandra (17), 5ft. 6in. Basingstoke.
Joan (39), 5ft. Southampton.
Sally (21), 5ft. 3in. Weston-super-Mare.
Katrina (21), 5ft. 2in., Plymouth.
Norma (43), brown hair, Gloucester.
Diona (28), 5ft., Basingstoke.
Siobhain (19), 5ft. 2in. Mountain Ash.
Heather (21), 5ft. 7in. Ewell, Surrey.
Patricia (41), blue eyes, London.
Pauline (17), 5ft. 5in. Carlisle.
Sue (21), 5ft. Richmond, Surrey.
Susan (18), 5ft. 8in. Carlisle.
Karen (17), blue eyes, Scunthorpe.
Nora (22), 5ft. 7in. Plymouth.
Linda (33), 5ft. 4in. Maerdy, Rhondda.
Dorothy (44), 5ft. Chester.
Sylvia (29), Sutton-in-Ashfield, Notts.
Lindsey (18), 5ft. 6in. Carlisle.
Catherine (29), 5ft. 9in. Stirling.
Jill (21), 5ft. 6in. Dudley, W. Midlands.
Mary (53), 5ft. 5in. Durham.
Elsie (38), 5ft. 5in. Hyde., Cheshire.
Liz (20), 5ft. 3in. Forest Row, Sussex.
Louise (22), 5ft. 5in. Southampton.
Teena (19), 5ft. 5in. Norbury, London.
Lorna (38), 5ft. 5in. Shaftesbury, Dorset.
Sarah (18), 5ft. 1in. Carlisle.
Donna (18), 5ft. 3in. Houghton-le-Spring.
Sharon (23), 5ft. 7in. Poole,. Dorset.
Jo (20), 5ft. 4in. Shepton Mallet, Som.
Sandy (25), 5ft. 8in. Portsmouth.
Joanne (18), 5ft. 5in. Torpoint, Cornwall.
Mary (32), blue eyes, Crew, Cheshire.
Caron (18), 5ft. 7in. Morecambe, Lancs.
Gail (28), brown eyes, Pontefract, Yorks.
Linda (37), 5ft. 2in. Birmingham.
Gill (40), 5ft. 1in. Anglesey, Gwynedd.
Liz (32), 5ft. 3in. Chatham, Kent.
June (24), 5ft. 2in. Southampton.
Sally (17), 5ft. 3in. Bristol.
Sadie (17), 5ft. 6in. Leicester.
Andrea (19). 5ft. 7in. Abergele, N. Wales.
Mary (24), 5ft. 4in. Rhyl, N. Wales.
Andrea (19), 5ft. 5in. South Benfleet.
Jackie (17), 5ft. 1in. Sittingbourne, Kent.
Michelle (21), 5ft. 3in. Clacton-on-Sea.
Vicky (17), Dereham, Norfolk.
Angela (33), March, Cambs.
Jo (19), blonde hair, Wilstead, Beds.
Tina (21), 5ft. 9in. Wolverhampton.
Lorraine (24), blonde hair, Leicester.
Jane (18), brown hair, Swindon, Wilts.
Shirley (24), 5ft. 6in. Rhyl, N. Wales.
Julie (19), 5ft. 5in. Birmingham.
Louise (17), 5ft. 6in. Colne, Lancs.
Daryl (18), 5ft. 6in. Pewsey, Wilts.
Lorraine (18), 5ft. 5in. Bristol.
Jacqueline (18), 5ft. 10in. Omagh, N.I.
Julie (18), 5ft. 5in. Bootle, Lancs.
Marion (26), 5ft. 8in. Halstead, Essex.
Veronica (18), Taunton, Somerset.
Pearl (38), 5ft. 6in. Birmingham.
Gaynor (21), Dagenham, Essex.
Fiona (21), 5ft. 10in. Beith, Ayrshire.
Louise (27), 5ft. 6in. Leicester.
Dawn (17), 5ft. 5in. Aberdeen.
Janet (32), 5ft. 4in. Newark, Notts.
Marjorie (48), Stockport, Cheshire.
Michele (18),. blue eyes, Aberdeen.
Denise (26), Ipswich, Suffolk.
Carol-Anne (33), 5ft. 7in. Manchester.
Karen, (24), 5ft. 4in. Oldham, Lancs.
Louise (25), 5ft. 8in. Grimsby.
Siobhan (16), 5ft. 2in. London.
Pamela (19), 5ft. 6in. Southampton.
Christine (35), 5ft. 2in. Bristol.
Julie (19), 5ft. Southampton.
Kim (17), blonde hair, Plymouth.
Caroline (24), 5ft. 7in. Bourne End, Bucks.
Karen (19), 5ft. 9in. Walsall.
Sara (20), 5ft. 8in. Southampton.
Samantha (15), 5ft. 7in. Sudbury, Suffolk.
Anne (23), 5ft. 5in. New Jersey, USA.
Samantha (16), 5ft. 5in. Nottingham.
Carmen (38), 5ft. 3in. Wisbech, Cambs.
Kathleen (51), 5ft. 2in. Broxbourne, Herts.
Susan (36), 5ft. 4in. Loughborough, Leics.
Debi (21), 5ft. 2in. Blackpool.
Anthea (19), Llantwit Major, S. Glam.
Joanne (17), 5ft. 8in. Mansfield, Notts.
Katie (18), 5ft. 3in. Nottingham.
Linda (18), 5ft. Liverpool.
Jayne (27), 5ft. 11in. Otley, Yorks.
Sue (37), 5ft. 3in. Stroud, Glos.
Lorraine (22), 5ft. 7in. Lee, London.
Marjie (39), 5ft. 4in. Liverpool.
Julie (16), 5ft. 8in. London.
Elizabeth (18), Preston, Lancs.
Susan (28), blue eyes, Acomb, York.
Jo (26), 5ft. 3in. Gateshead.
Charlotte (52), 5ft. 1in. South Shields.
Susan (16), Haverhill, Suffolk.
Sandra (31), 5ft. 9in. Bristol.
Janette (19), 5ft. 4in. Poole, Dorset.
Patricia (22), 5ft. 6in. Harlow, Essex.
Carol (18), 5ft. 9in. Manchester.
Amanda (19), 5ft. 7in. Llandyssul, Dyfed.
Susan (17), Yeovil, Somerset.
Tracy (19), blue eyes, Shipley, Yorks.
Miss. H. (28), Wallington, Surrey.
Bev (20), Chesterfield, Derbyshire.
Bernadette (18), 5ft. 6in. Buckley, Clwyd.
Miss K. (27), blonde hair, Guernsey.
Karen (21), 5ft. 5in. Plymouth.
Alison (25), 5ft. 4in. Reading, Berks.
Ann (37), 5ft. 4in. Coventry.
Shelley (35), 5ft. 1in. Lewisham, London.
Kaye (39), 5ft. 5in. Sleaford, Lincs.
Carlyn (21), 5ft. 6in.Guernsey.
Jacqueline (33), Newcastle-on-Tyne.
Susan (23), Sheffield, Yorks.
Denise (23), 5ft. 8in. London.
Linda (25), 5ft. 2in. Douglas. I.O.M.
Pam (35), 5ft. 5in. Uxbridge, Middx.
Elaine (27), 5ft. 7in. Falkirk.
Lisa (18), 5ft. 3in. Stevenage, Herts.
Nancy (32), 5ft. 8in. Watford, Herts.
Paula (18), blond hair, Round Rock, USA.
Julie (19), 5ft. 5in. Plymouth.
Elaine (19), 5ft. 2in Carlisle.
Lynda (18), 5ft. 2in. Liverpool.
Christine (23), 5ft. 3in. Manchester.
Heather (28), 5ft. 7in. Southend-on-Sea.
Jayne (16), 5ft. 10in. Wrexham, Clwyd.
Karen (23), 5ft. 4in. Christchurch, Dorset.
Debbie (21), 5ft. 7in. Leicester.
Gillian (25), 5ft. 5in. Portslade, Sussex.
Audrey (45), 5ft. Dorchester, Dorset.
Jill (19), 5ft. 8in. Carlisle.
Dawn (19), brown hair, Croydon.
Vivien (35), 5ft. 8in. Warrington.
Catherine (55), 5ft. Workington, Cumbria.
Carole (17), 5ft. 2in. Portadown, N.I.
Angela (18), 5ft. 4in. Colchester.
Pamela (32), 5ft. 10in. Hull.
Liza (24), 5ft. 5in. Dagenham, Essex.
Beverley (23), 5ft. 2in. Bournemouth.
Kate (28), 5ft. 2in. Camberley, Surrey.
Debbie (17), 5ft. 5in. Shrewsbury.
Ann (25), 5ft. 2in. Leicester.
Sally (17), 5ft. 6in. New Barnet, Herts.
Aileen (24), 5ft. 4in. Wimbledon, London.
Joan (50), 5ft. 6in. Sheffield.
Katrina (18), 5ft. 4in. Luton, Beds.

CALLING OLD SHIPMATES

HMAS Parramatta: Lieut-Cdr. C. J. W. Morris, 134 Beresford Road, North End, Portsmouth PO2 0NQ, would like to contact anyone who knew his father-in-law, Shipwright "Mick" Curling, who went down with HMAS Parramatta.

HMS Albion: Mr. John Bonham (ex-PO diver), 41 Shrewsbury Road, Droylsden, near Manchester M35 7WH, would like to contact old shipmates, his last service being HMS Albion and HMS Vernon.

HMS York: Mr. G. K. (Nobby) Hewitt (ex-SBCPO), 66 South Street, Whitstable CT5 3EA, who served in HMS York 1934-36 would like to hear from other ex-Yorkies.

HMS Renown 1941-44: Mr. A. Irwin, 82 Barrington Road, Wavertree, Liverpool L15 3HR, has lost all photos and mementos of the Renown and asks if anyone can help.

Corfu Channel Incident: Would survivors of HM ships Mauritius, Leander, Saumarez and Volage, involved in the Corfu Channel incident, Oct 1946, contact Lieut-Cdr. L. Gardiner RN (retd), Bolton Muir Lodge, Gifford, East Lothian EH41 5JH, Scotland, concerning a 40th anniversary feature on BBC Radio.

HMS Shropshire: Mrs. S. Carter, 23B Johnson Place, Norwich NR2 2SA, wants to trace Mr. Charles Simmons, who after service in the Shropshire (1930s) served at Chatham 1939-45.

HMS Challenger: Mr. J. L. Morgan, 62 Eventide Homes, Castle Lane, Bournemouth BH8 9TW, wants to get in touch with ex-LCK Tom Gomersall, who served in the Challenger 1937-42.

HMS Sussex 1944-46: Mr. Ron Royles, 30 Central Hill, Upper Norwood, London SE19 1DT (tel. 01-670-3827), would like all ex-Sussex shipmates, especially ex-LS Boyes, to contact him about a reunion in 1986 at the Albert Hall with the Burma Star Association.

HMS Belfast: Mr. W. H. Terrell, ex-PO Shipwright, 38 Tackleway, East Hill, Hastings, Sussex, wants to contact ex-shipwrights (Russian convoys, Scharnhorst sinking, Normandy landings), especially Peter Wallace, Ron Evans, Frank Dudley, Charlie Ford, Peter Scott and Jack Crouch.

Mr. E. L. Furness, 38 Langdale Avenue, Fairfield, Grimsby, South Humberside DN33 3HN (tel 0472-823880), would be pleased to hear from old shipmates of HM ships Ganges (1939-40), 143-144 class Benbow Division; Mauritius (1940-44), Pelican (1944-45), Whirlwind (1947-51) and Alert (1951-53).

Mr. L. Stevenson, 6 Culverland Park, Liskeard, Cornwall PL14 3HY, would like to hear from Tels Bishop, Rowlands and Duncan of HMS Coventry, also Tel. Geordie Holmes and Sig A. P. Allan of HMS Hyacinth, and Coder Harold Thomas of HMS Sikh.

HMS Norfolk (1942-44): Mr. Gordon Ralphs, 3 Brayton Avenue, Ashton-on-Mersey, Sale, Cheshire M33 5HF (tel 061-962-1775), would like to hear from old shipmates to hold a reunion and form an association.

HMS Storm: Mr. Bill Brown, 20 Lowther Street, Bollington, Macclesfield, SK10 5QQ (tel 0625-74811), wants to contact ex-crew members of the wartime submarine Storm for a reunion in HMS Dolphin.

HMS Daffodil: Mr. W. F. Allison, 34 Barrington Drive, Hucclecote, Gloucester GL3 3BT, would like to hear from old shipmates, especially Coder Ron Blackledge of Preston and Sigs G. Cox and Ginger Lindsey.

HMS Quorn: Mr. Roy Kissane, ex-Ldg Sea, 12 Sir George's Road, Southampton, (tel Southampton 224011) wishes to contact other survivors.

HMS Hood: Mr. A. N. Elliman, 11 Roman Way, Edgbaston, Birmingham B15 2SL, is trying to trace Mr. W. Living, who served with him in the Hood, 1938.

Mr Taffy Blackwell, 75 Golden Grove, Southampton SO1 1RA, Hants, wants to contact old shipmates RN and RM of Support Squadron Eastern Flank Landing Craft, to form an association and arrange a reunion.

HMS Curacoa: Mr. W. E. Broomfield, 21 First Avenue, Cosham, Portsmouth, Hants, PO6 3JH (tel 384907), wants to get in touch with other survivors, especially Mr. Norman Blundell.

HMS Sikh: Members of the ship's company and survivors unable to atend the recent reunion in London should contact Mr. W. "Shiner" Wright, 45 Herrick Close, Southampton, Hants, SO2 6NF (tel 042-121-4710).

HMS Woolwich: Mrs. P, Simmonds, 18 Chiltern Road, Stourbridge, West Midlands, DY8 4UI on behalf of her father, Frederick Little, wishes to contact his old shipmate Robert Stone who served with him in the Woolwich about 37 years ago and at the time lived at Bridgwater, Somerset, then sailed to Australia in HMAS Sydney.

HMS Collingwood 1948 / 49: Mr. Joe Smith, 29 Malvern Close, Woodley, Berks, and John Underwood, 6 Waverley Road, Rugby, Warwicks, wish to contact Peter Graver of Norwich and Laurie Cotton of Tottenham, who trained with them. They can contact Joe (tel 0734-694827): or John (0788-70755).

Lieut. Frederick A Heyes RN (retd), 127 West Osborne Road, North Vancouver, BC, Canada V7N 2P9, wishes to contact former ERA Richardson who served with him in HMS Pheasant, British Pacific Fleet, 1945, present off Japan when the two atom bombs were dropped.

HMS Jackal 1940-42: Mr. Jan Blight, ex-CPO, 21 Trevance, Penryn, Cornwall (tel Falmouth 72188), would like to hear from former members of the Boys mess, especially Jacker Hearn and Dickie Drew.

HMS Splendid: Mr. H. Dinsdale, 73A Ragpath Lane, Roseworth Estate, Stockton-on-Tees, Cleveland TS19 9AX (tel 0642-671174), would be pleased to hear from other survivors of the submarine Splendid, especially Lofty Goodhall and Bunny Warren.

HMS Ark Royal: Mrs. L. L. E. Wright, 24 Pritchard Crescent, Beauly, Inverness-shire, (tel Beauly 782171), would like to contact Mr. John Slucouk who served in the wartime Ark Royal and may have emigrated to New Zealand, also former Wren Winifred Slucock.

Mr. and Mrs. F. T. Saunders, 12 Beacon Terrace, Sanctuary Lane, Helston, Cornwall TR13 8TU, want to contact former naval Phot. Frederick Suttie, who left the Royal Navy in 1981.

HMS Blyth 1945-46: Mr. W. D. Jenkins, 23 The Waldrons, Thornford, Shelborne, Dorset, would be pleased to hear from former shipmates.

HMS Illustrious: Mr. Jock Milne (ex-AB), Straun Cottage, Bernisdale, Portree, Isle of Skye, IV51 9NS, would like to contact shipmates who remember the direct hit in 1945 on B-Director, of the Illustrious, and its consequences as he has no recollections of what happened.

HMS Forth: Mr. & Mrs. J. R. Gledhill, 52 Surgeys Lane, Arnold, Nottingham NG5 8ER (tel Nottingham 263003), write on behalf of a Canadian friend who wishes to contact former Leading Stoker Mech Harry Seal, who served in the Forth and lived in Beeston, Nottingham in 1956.

HMS Bedouin: Mr. J. Harris, 29 Nursery Lane, Stubbington, Hants, PO14 2NZ, would like to hear from other ex-Bedouins, and asks if there was ever a book written about the ship.

HMS Sirius: Mr David (Mac) MacFarlane of 4 Spean Crescent, Spean Bridge, Inverness-shire (tel. 0397 81418), would like to hear from ex-stokers of 3K Mess, West Indies trip, 1969-71, with a view to a reunion.

Former shipmates of **Mr Rodney Reginald Greenland,** who joined HMS Ganges in 1940 and whose last ship was HMS Rothesay in 1970, are asked to contact his daughter, Mrs Yvonne Lown, of 11 Downland Close, The Mount, Coulsdon, Surrey. Mrs Lown, whose parents celebrate their silver wedding next year, would like to organise a reunion.

HMS Peregrine and **HMS Goshawk** (RN air Stations): Mr D. W. Wheeler, 82 College Road, Deal, Kent, CT14 6BU, would be pleased to hear from any old shipmates who served with him at these establishments.

Ex-US Coastguard cutters: Messrs John Baldwin of 37 Hill Rise, Lane End, Darenth, Dartford Kent, DA2 7HX (tel. 047 47-6843): and J. Woodhams, 106 Downtown Road, Penhill, Swindon, SN2 5JZ, seek news of the ships' companies of the following Chatham-based vessels (with a view to a reunion): HM ships Banff, Culver, Fishguard, Gorleston, Hartland, Landguard, Lulworth, Sennen, Totland and Walney

HMS Icarus, June 1943 to 1946. Mr. D. Gold, 4 Marine Road, Eastbourne, Sussex, (tel 0323 33221), would like to hear from ex-ERAs or stokers with a view to reunion.

The Royal Naval Patrol Service Association, which has recently formed a branch in Portsmouth, would like to contact former members of the wartime RNPC, who may wish to join. Contact Mr E. J. Smith, Hon. secretary, RNPSA Portsmouth Branch, 24 Adames Road, Fratton, Portsmouth, Hants., (tel. 0705 750603).

HHMS Apostolis, 1943-44: Mr. R. Lerigo of 16 Guildhall Court, New Orchard, Poole, Dorset, BH15 1LZ (tel. Poole 671704), wishes to contact former shipmates LTel. L Lister and liaison officer Lieut. Walker RNVR.

Mr. Fred Plenty, 43 Sydenham Road, Bridgwater, Somerset, TA6 4QD (tel. 0278 424641), would like to hear from old shipmates of HM ships Hurricane (1940-41), Savage (1942-44), Paladin (1944-63), Sheffield (1941-42), and the Seaman's branch, CPO Keyboard Class, HMS Collingwood, early 1940.

HMS St George 1939-40: Mr. Jacky Richardson, 8 Munster Square, London NW1 (tel. 01-387 7913), wants to contact shipmates of 201 Comms Class, especially King, Lewis, Parker, Sweeney, Colvie, Dick and Hill.

HMS Mourne: Mr. C. J. Williams, 52 Grove Park Avenue, Brislington, Bristol, BS4 4J2, would like to hear from survivors of the Mourne in which his late father, E. J. Williams, was serving when she was torpedoed during the Second World War.

MTBs 232 and 387: Mr. Freddy Brown, 1 Bradshaw Avenue, Treeton, Rotherham, Yorks, would like to trace Coxswain Valentine who lived in Northumbria.

RNB Haifa: Mr. E. Craske (ex-DEMS), 10 Millfield Gardens, Crowland, Peterborough, Lancs., PE6 0HO, would like to contact Harry Hewit, believed from Scunthorpe, Lincs., who with "Blondy" Ladds served with him at Haifa during the Second World War.

551 LCA: Mr. F. Chapman, 39a Brook Street, Heage, Derby, BE5 2AG, has photographs of Stripey Wheldon's grave which may be of interest to his shipmates who landed on Omaha Beach on D-Day.

HMS Glory (1950-53): Mr. Ken Ashdown, ex-LWTR, 15 Buckwell Rise, Herstmonceux, East Sussex, BN27 4LY, would like to contact old shipmates of the Supply and Secretariat.

SWOP DRAFTS

AAB(S) K. Peters, 3M Mess, HMS Aurora. Will consider any ship or shore base, Scotland.

RO1(G) Rollinson, HMS Ambuscade, Devonport. Will swop for any Portsmouth or Devonport ship not deploying or in refit.

WTR P. Ivory, Pay Office, HMS Intrepid, Portsmouth, deploying April. Will consider anything.

POCK A. C. Bushell, 5 Mess, HMS Glamorgan, drafted HMS Heron, March, for six months approximately. Will swop for Portsmouth or Gosport shore base.

RO1(G) I. D. Saunders, 4 Mess, HMS Abdiel, deploying April. Will consider any Portsmouth ship, preferably Type 42 or County class, deploying or not.

STD J. A. Bates, HMS Bristol. Will consider any Rosyth ship.

AB(R) S. W. Donald, HMS Shetland, drafted HMS Osprey, April. Will swop for any Portsmouth or London shore base.

AB(M) D. M. Hill, 3E Mess, HMS Manchester, deploying April. Will swop for any Portsmouth or ship in refit.

RO1(G) Bell, D Watch, Commcen, Portland, drafted HMS Achilles, May. Will swop for any Type 22.

RO1(T) M. A. Smith, NP 1242, BFPO 666, drafted HMS Arethusa, Devonport, end of Jan. (On trials around UK). Will swop for ship deploying (not South Atlantic), anything considered, including carriers.

RO1(G) A. L. Wright, 3L Mess, HMS Scylla, deploying July. Will swop for any Rosyth or Scottish ship in refit or not deploying.

POAEA(R) Hodgson, HMS Osprey, ext 2411, drafted FOF3 assistant representative Rosyth, Jan. Will swop with CPO or POAEA for any first or second-line draft at Portland or Yeovilton.

WEM(R) 1 P. Little, 3EA Mess, HMS Scylla, deploying next year. Will swop for any Rosyth ship.

LRO(G) Dunwell, Comms Mess, HMS Exeter. Will swop for any ship deploying.

RO1(G) S. Mitchell, D Watch, Fort Southwick, ext. 305, drafted HMS Apollo, March. Will swop for any Plymouth ship.

AB(M) Dermott, HMS Illustrious, ext. 477 or 305, deploying April. Will swop for any Portsmouth ship not deploying.

LAEM(WL) Cole, 707 Squadron, HMS Heron, drafted 826 Squadron, MQ MU, Culdrose, March. Will swop for any Yeovilton draft.

LS(S) J. Nelson, 3D2 Mess, HMS Amazon, deploying early next year. Will swop for any Portsmouth or Plymouth ship in refit or not deploying.

AB(R) D. M. Twitchett, (ADAWS trained), 35 Mess, HMS Manchester, drafted Leander Refit Group, Rosyth, March. Will swop for any Portsmouth shore base or harbour training ship.

STD J. Rodgers, Wardroom, HMS Warrior, ext. 5555 or 5523, drafted HMS Soberton, Rosyth, Dec. 12. Will swop for any Portsmouth ship, preferably deploying.

AL/STD P. R. Davies, NP2010, RFA Diligence, drafted FOF1, March. Will swop for any Devonport or Portsmouth ship not deploying.

LS(S) Akhurst, 3G Mess, HMS Rothesay, Rosyth-based. Will swop for any Portsmouth ship.

LWEM(R) S. Puttock, LR 289, HMS Collingwood, drafted HMS Liverpool, June. Will swop for any Portsmouth ship, deploying or not.

LWEM(R) D. Hall, LR 289, HMS Collingwood, drafted HMS Liverpool, June. Will swop for any Devonport or Portsmouth ship not deploying.

MEM(M)1 AMC D. Laing, GE2 Mess, HMS Ark Royal. Will swop for any Rosyth shore base, but will consider ships not deploying.

MEM(M)1 J. Conroy, HMS Sultan / Defiance, Jan. Drafted to LMEM(M) billet, HMS Cleopatra, March. Will swop for any MCMV, patrol ship or survey vessel anywhere.

LMEM(L) Johnson, 3P Mess, HMS Glasgow, Rosyth-based Jan., refitting. Will swop for any Portsmouth ship.

RO1(G) T. Church, A Watch, Ship Room, MHQ Pitreavie, Rosyth, ext. 273, drafted HMS Exeter (Portsmouth), May. Will swop for any Rosyth-based small ship or frigate.

RO1(G) Howe, HMS Brilliant. Will swop for any ship not deploying.

POSTD D. Wilson, drafted 820 NAS, Culdrose, December. Will swop for any Portsmouth draft. Replies to 117 Browning Avenue, Paulsgrove, Cosham, Hants.

AB(R) A. Lawton, 5D(Stbd) Mess, HMS Invincible, drafted Leander Refit Group, Rosyth, March. Will swop for any Portsmouth shore base or ship not deploying. Ring 0692 61638.

AB(S) Calladine, 1 Mess, HMS Hydra, drafted HMS Hecate, April. Will swop for any Portsmouth or Devonport ship not deploying. 170/184 trained.

AB(S) J. Humphreys (2016 trained), 5D2 Mess, HMS Ark Royal. Will swop for any Rosyth ship with 2016 or 184 sonar.

POWEM(O) K. Clark, 6H Mess, HMS Illustrious, internal comms section. Will swop for any Portsmouth ship not deploying.

A/LS Coleman, 3H Mess, HMS Edinburgh. Will swop for any Devonport Type 22.

MEM(M)1 M. Wenham (Scale A), 6F2 Mess, HMS Illustrious, deploying April. Will swop for any Portsmouth ship not deploying.

WEM(O)1 A. Gardiner, 3Q Mess, HMS Cardiff, deploying New Year. Will swop for any Portsmouth shore base or ship not deploying.

POMEM(M) W. Noble, PO's Mess, HMS Minerva, drafted Leander Refit Group, Cochrane, February. Will swop for any Plymouth shore base.

LMEM(M) Broughton, Portsmouth FMG, drafted HMS Manchester, March. Will swop for any Portsmouth steam ship.

SA Rough, 3G Mess, HMS Beaver, drafted 849 NAS HQ, Culdrose, January. Will swop for any Devonport shore base or ship in refit.

LRO(G) C. Barnes, 3D Mess, HMS Newcastle, joining HMS Sirius, April. Will swop for any Portsmouth ship, preferably not deploying. Anything considered.

WEM(R) Baker, 6G2 Mess, HMS Illustrious, deploying April. Will swop for any Portsmouth ship not deploying.

LCK W. Scarce, HMS York (Rosyth). Will swop for Portsmouth ship.

LSTD V. Frewer, 2D Mess, HMS Amazon, deploying. Will swop for any Devonport ship not deploying and not in refit.

LS(M) J. McCloy, 3F Mess, HMS Rothesay, deploying April. Will swop for any Portsmouth or Devonport ship deploying.

POAEM(M) G. Davies, Senior Rates Mess, HMS Gannet (819 NAS). Will swop for any front line squadron. Contact Gannet ext. 300 or 301.

POMEM C. Wilkinson, HMS Penelope, drafted Rosyth Leander Refit Group, February. Will swop for any Plymouth shore base.

LS(S) S. Stonard, Sonar Mess, HMS Plymouth (Rosyth) will swop for any Portsmouth ship.

AB Newman, Sonar Mess, HMS Plymouth (Rosyth), will swop for any Plymouth ship.

LMEM(L) Fullarton, HMS Cuxton (Faslane) will swop for any ship deploying in 1986.

AB(MW) K. Field, NCG, Portsmouth Naval Base (ext. 23471), drafted HMS Alfriston, February. Will swop for Portsmouth MCMV.

CA S. J. Thompson, drafted HMS Sultan, February. Will consider any sea-going ship. Contact Sunderland tel. 75327).

AB(S) Radford, 3F Mess, HMS Newcastle, drafted HMS Plymouth (Rosyth), March. Will swop for any Portsmouth ship.

WTR S. Meyger, 3P Mess, HMS Beaver, deploying 1986. Will swop for any Devonport or Portsmouth ship not deploying or refitting.

ALMEM(L) Nicholls, Camperdown Block, HMS Collingwood (completing LRQC), drafted HMS Cleopatra (Devonport), February. Will swop for any Portsmouth ship.

RO1(G) P. A. Forde, Commcen FONAC, RNAS Yeovilton, ext. 6116, drafted HMS Ambuscade, Feb. will swop for any Falklands shore draft or any ship deploying in New Year.

RO1(T) A. Wood, 3D Mess, HMS Nottingham, due to deploy late '86. Will swop for Portsmouth-based ship not deploying.

POWEM(R) P. Mayo, POs' Mess, HMS Manchester, drafted HMS Mercury Feb 1986, will swop for Portsmouth FMG or any Portsmouth establishment.

SA Richard, 1 Mess, HMS Boxer, (Portsmouth), due to deploy June, will swop for any Portsmouth ship not deploying or in refit.

WRO1 L. C. Stevens, Wrens Quarters, RM Deal ext. 227, wishes to swop for London or Portsmouth billet.

AB(EW) Creek, 3R Mess, HMS York, due to deploy mid-86, will swop for any Plymouth-based ship.

LWEM(R) R. Binns, HMS Andromeda, deploying late '86 after Devonport refit, will swop for any Portsmouth refit ship.

POWREN ETS C. Mason, Education Office, HMS Collingwood ext. 546, drafted HMS Raleigh April 1986, will swop for any Portsmouth billet.

STD Costin, 2D Mess HMS Amazon, deploying April, will swop for any Devonport ship not in refit and not deploying.

AEM(M)1 P. D. Hopper, HMS Daedalus ext. 4163, drafted 826 Squadron March 86, will swop for any AED Portsmouth-based ship or HMS Daedalus.

STD K. F. Jury, Wardroom, HMS Nelson, drafted 826 Squadron, Culdrose, Feb, two years. Will swop for any Portsmouth ship deployed or in refit.

LSEA(R) M. Wickham, 3DZ Mess, HMS Amazon, deploying early 1986. Will swop for Devonport ship in refit or not deploying.

WEM(R) M. Ashby, HMS Mercury (tel. East Meon 521 ext. 31) or HMS Mercury, ext. 631, drafted HMS Arrow, Devonport, March. Will swop for any ship anywhere, but not Devonport.

LS(R) G. J. D. Knock, HMS Naiad until March, 1987. Will swop for any ADAWS ship, not Devonport based.

MEM(M)1 P. K. Roberts (AMC), 4J Mess, HMS Bristol, Portsmouth. Will swop for any Portsmouth Type 42, preferably HMS Manchester.

WEM(R)1 G. R. Bath, 3EZ Mess, HMS Arethusa, ends refit early Feb. Will swop for any Portsmouth ship not deploying, ship in refit, shore base, or any London area draft.

LRO(G) McMurchie, HMS Mercury, ext 269, drafted HMS Hermione, Jan. Will swop for any Portsmouth shore base, or ship not deploying before May / June, shore bases further afield considered.

RO1(G) Knight CMCM / CFP, Rosyth (tel. 0383-412121 ext 4247), drafted OXP Mercury, Jan. Will consider any Type 42 deploying 1986.

LWRENQA S. Riley, HMS Vernon, ext 24779, drafted HMS Seahawk, April. Will swop for any Portsmouth draft.

MEM(M)1 G. Percival, HMS Brecon, refitting, Feb, Rosyth. Will swop for any Portsmouth ship, To class preferred, but any ship considered.

RO1(G) P. A Forde, FONAC Commcen, RN air station, Yeovilton, ext 6116, drafted HMS Ambuscade, Feb. Will swop for any Falklands shore draft SNOFI / HQBBF1, early 1986, or any ship deploying early new year.

WREN(R) D. Reay, HCTU, RN air station Portland, ext 3448. Will swop for any Plymouth draft.

STD C. D. Guest, drafted 820 NAS (Culdrose), April. Will swop for any Portsmouth ship not deploying. Contact Naval Base ext. 22441.

PHOTO POSTCARDS

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 20p each (minimum order £1) inc postage and packing (£2 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £4.50.

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Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron (destroyer 1960), Carron (minesweeper 1985), Carysfort, Cattistock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chevron, Chichester (pre-mod, mod), Churchill, Cleopatra (1970, 1977), Conqueror, Corunna (pre-mod, mod), Cottesmore, Courageous, Coventry, Cumberland, Cygnet.

Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1974), Diamond, Diana, Dido (1965, 1979), Diomede, Dreadnought, Duchess, Dumbarton Castle, Dundas.

Eagle (1956, 1965), Eastbourne, Echo, Egeria, Endurance (1969, 1977), Engadine, Eskimo, Euryalus, Excalibur, Exeter, Explorer, Exmouth.

Falmouth, Fawn, Fearless (1967, 1982), Fife (1967, 1982), Finwhale, First Fast Training Boat Squadron — Cutlass, Sabre, Scimitar on one postcard, Fort Austin, Fort Grange, Forth.

Galatea (1968, 1984), Gambia, Girdleness, Glamorgan, (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer 1980), Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982).

Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecla, Herald, Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft — Wolverton, Beachampton, Wasperton, Yarnton, Monkton on one postcard, Hubberston, Hydra.

Illustrious, Intrepid (1968, 1979) Invincible, Jaguar, Jersey, Juno, Jupiter (1969, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod, mod), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964, 1980), Londonderry (1968, 1980), Lowestoft (1964, 1982), Lyness, Lynx (1957, 1965).

Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Minerva (1968, 1979), Mohawk, Mounts Bay, Murray.

Naiad, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk, Nottingham, Nubian.

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Palliser, Peacock, Penelope (1971, 1982), Phoebe (pre-mod, mod), Plymouth (1963, 1982), Pollington, Porpoise (1959, 1979), Protector, Puma.

Raleigh Inshore Squadron (Manly, Mentor, Milbrook on one postcard), Rapid, Reclaim (1966, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay (1970, 1981), Russell.

St David, Salisbury (pre-mod, mod), Scarborough, Sceptre, Scorpion, Scylla (1962, 1984), Sealion (1962, 1984), Sheffield (destroyer), Shoulton, Sidlesham, Sir Geraint, Sirius (1968, 1978, 1983), Sir Lancelot, Soberton, Southampton, Sovereign, Spartan, Speedy, Splendid, Starling, Striker, Stromness, Stubbington, Superb, Swiftsure.

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Ulster, Undaunted, Undine, Ursa.

Valiant, Vanguard, Victorious, Vidal, Vigo, Virago.

Wakeful (frigate), Wakeful (submarine tender), Walrus (early and 1972), Warrior, Warspite (1969, 1982), Whitby, Wilton, Woolaston.

Yarmouth, York.

Zest, Zulu (1966, 1982).



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ASSISTANCE TO AUTHORS

HMS Hyacinth: Mr. F. A. Mason (ex-RN), 45 Kingsley Road, Garden City, Deeside, Clwyd, CH5 2HZ, is hoping to locate Cdr. John Ivor Jones, RNR, who commanded HMS Hyacinth 1941-2, for help in research for a book.

DIARY

RNAY Fleetlands Open Day and HMS Gannet Air Day — June 7.

Fleet Air Arm Field Gun public runs, HMS Daedalus — June 5, 12, 19, 26, July 3.

HMS Daedalus Air Day — July 19

Portland Navy Days and Air Display — July 19 and 20.

RNAS Yeovilton International Air Day — July 26.

RNAS Culdrose International Air Day — July 30.

Portsmouth and Plymouth Navy Days — August 23, 24 and 25.

Record review

Melodic Marines

VERSATILE as ever, the Massed Bands of the Royal Marines entertained this year's Mountbatten Festival of Music with fare ranging from "Heart of Oak" to Jolson favourites like "Mammy" and "Rock-a-Bye Your Baby."

For those who attended the Royal Albert Hall concerts, and the many unable to get tickets, there is now a permanent memento of the occasion in record form.

For those who go for bright marches there are offerings like "Fame and Glory," "Royal Salute" and the QARNNS March. In different vein comes a tuneful bassoon speciality and in yet another style again a mighty Mussorgsky piece, "The Great Gate of Kiev."

SWINGING

And, moving to the showbiz world, come familiar Lloyd Webber numbers from "Song and Dance" and — from an earlier era — swinging Jolson melodies.

The Massed Bands, performing at the Royal Albert Hall in February, were under the direction of the Principal Director of Music Royal Marines, Lieut.-Col. G. A. C. Hoskins. They comprised the Bands of the RM School of Music, CINCFLEET, Cdo Forces and BRNC.

The record is produced by the Royal Marines Association in aid of their funds and can be ordered from: Central Office, RM Association, Royal Marines Eastney, Southsea, Hants, PO4 9PP. Price of the record (RMA 1007) is £4.75, plus 75p postage and packing. It is also available on cassette (CRMA 1007) at £5.25, plus 25p.

Pennant is in safe hands

THE commanding officers' pennant, hauled down on September 30 at the end of 155 years' continuous commission of HMS Excellent, is now in the custody of the RN and RM Gunnery and Missile Instructors' Association at Whale Island.

The pennant was presented by the last commanding officer, Cdr A. J. Morrice, on condition the Association mark the occasion yearly, as near as possible to September 30.

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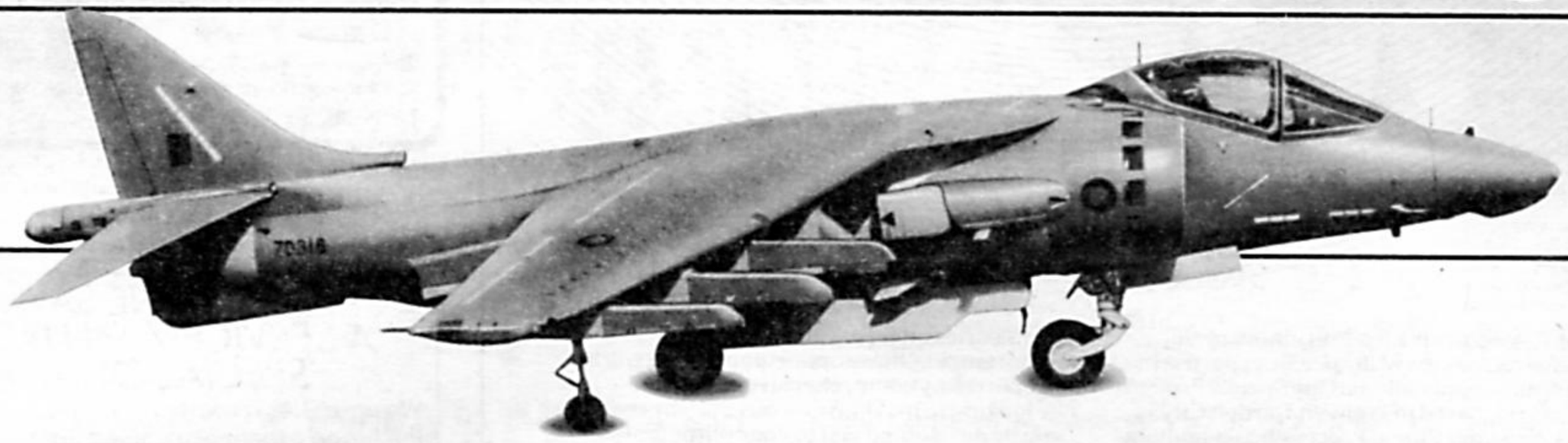
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NEWS IN BRIEF

First and last

FIRST purpose-built coastal training craft for the Royal Naval Auxiliary Service has been named XSV Example.

The 70-ft. vessel was named at HMS Vernon, Portsmouth, by Mrs Priscilla Barker, wife of Rear-Admiral John Barker, Chief of Staff to the Commander-in-Chief Naval Home Command.

XSV Example is the second of a class of 14 craft being built for the RNR and RNXS. She will be used to train crews from the Portsmouth, Southampton, Isle of Wight, Littlehampton and Shoreham units.

LAST of the Confiance-class of large, twin-screw naval tugs has bowed out of service at Portsmouth.

The Royal Maritime Auxiliary Service vessel Confident has been placed on the disposal list after a career which spanned almost 30 years. Her task has been taken on by RMAS Powerful, one of the new Adept-class tugs which are run by a complement less than half that of the 21 men which were needed by the Confident.

On the tug's last day in service, more than 40 former senior pilots bade farewell to the vessel by boarding her for a final trip in the Solent.

Salmaster launched

SECOND of a new class of three mooring and salvage vessels for the Royal Maritime Auxiliary Service was launched at Aberdeen on November 12.

RMAS Salmaster was sent down the slipway by Mrs Kathleen Walker, wife of the Director of Marine Services (Naval). The 2,200-tonne vessel and her sister-ships are built by Hall Russell Ltd.

Open wide for business

RAF Gibraltar's extensively modernised dental clinic has been officially opened by the commanding officer, Air Commodore J.M. Pack. The clinic is staffed by Royal Air Force and Royal Navy personnel under the direction of Surgeon Lieut. (D) Rob Glenning.

His staff includes Wren DSAs Daisy Smith and Karen Hudson.

Kellington 30 not out



THREE CHEERS for HMS Kellington on her 30th birthday. Her ship's company, led by commanding officer Lieut.-Cdr. Tony Davies (right), mark the occasion in traditional style as JS Mark Miller and Cdr. Tony Fisher, Commander Third Mine Countermeasures Squadron, cut the birthday cake.

After a spell with Sussex Division RNR based in Shoreham, the Kellington was accepted back into the Royal Navy earlier this year and promptly joined MCM3 on exercises in the Baltic. Based at Rosyth, she is now preparing for a long refit.

Another Brazen type

HMS BRAZEN has added a Westland WG 30 helicopter to the "types" that have landed on her flight deck. The WG 30, a civilian aircraft similar to the Lynx, joins the Gazelles, Army Lynx, Scouts, Augusta-Bell 212s and Chinooks that the Brazen has accommodated.

Boxer is all heart

A SELECTION of mouth-watering cakes baked on board ships of the Fleet helped to raise money at Middlesex Committee's centenary fair of the Soldiers', Sailors' and Airmen's Families Association. A heart-shaped cake from HMS Boxer was judged the best on display.

The Onyx Formula

MEN from HMS Onyx were the guests of Onyx Race Engineering at a Formula 3000 race meeting at Donnington Park. They watched the event from the Onyx hospitality suite and were given a fascinating insight into the complex world of motor racing.

Berwick bows out

HMS BERWICK, the Rothesay-class frigate which was brought out of retirement during the Falklands War, has finally paid off after 24 years' service.

The Berwick decommissioned at Portsmouth after her final deployment — participation in Exercise Ocean Safari and visits to Sweden and Portugal.

She entered service in 1961 and her career seemed to have come to an end when she was relegated to the Standby Squadron in 1980. But two years later she returned to duty to help bridge gaps left by the Navy's commitment to the Falklands.

Tea with the Commandant

AFTER taking the salute at the passing-out parade and ceremonial divisions at HMS Raleigh, Commandant Patricia Swallow, Director WRNS, had tea with Wrens and members of the Women's Royal Naval Reserve.

Low level Oberons

DURING a visit to their affiliated town of Milford Haven, officers from HMS Oberon renewed ties with the RAF, flying hour sorties with 79 Squadron which included low-level bombing and aerobatics.

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Lympstone in third Navy Cup triumph

CTCRM Lympstone won the Navy Cup for the third time in its history by defeating HMS Cochrane 3—2 in a storming final at the Royal Marines training establishment.

Although both sides attacked frequently during the first half, it was not until the 50th minute that MNE Phil Kay broke the deadlock when he converted a near-post flick by Cpl George Bolton from a long throw by Cpl John O'Connell.

Twelve minutes later CTCRM went further ahead from an identical set piece, Sgt. Paul Dixon providing the final touch this time.

LPT Jockey Stewart brought Cochrane back into the contest with a well-taken goal before Sgt. David Sharp made it 3—1, running on to a fine through-ball to score from the edge of the 18-yard box.

With four minutes to go Cochrane surged up field with a fine run by CPO Whisky Walker, and from the resulting corner MEM Joe Severin cracked home a fine right foot volley.

A sporting atmosphere and a fine contribution by referee Lieut.-Cdr. Graham Knock, taking his last match, created a memorable cup final.

John O'Connell received the magnificent trophy from RNFA chairman Capt. P. F. Grenier.

Volleyball

Bracknell are the masters

MIXED fortunes were experienced by the Navy volleyball team during November. After notching their third consecutive National League Division 3 win with a victory over Bristol Whitefield in HMS Dolphin, they were given a tough lesson by Bracknell.

Cpl. Steve Chew and AEM Al Blenkhorn demolished the Bristol defence as the Navy took the first two sets 15—7, 15—5, and despite several substitutions also took the third 15—8. PO Mark Pridmore made his return to first-team action after injury and two close-season knee operations.

Bracknell specialise in low, very fast attacks, and overwhelmed the Navy 15—6, 15—10, 15—3.

STRONG SIDED

Next match was at Wareham in Dorset against Essex Estonians, another strong side. It developed into a thrilling five-setter, which the Estonians eventually won 14—16, 15—7, 15—9, 13—15, 15—13. They quickly reached 14—6 in the fifth set, but a remarkable naval recovery brought the score back to 14—13 before the Estonians won it on their sixth match point.

Three wins and two defeats leave the Navy comfortably placed in joint fifth place in the division.

Soccer

Meanwhile, Navy manager Lieut.-Cdr. Chris Brady has chosen a squad of 19 following a series of trial matches. Notable absentee is POPT Tommy Johnson, the Navy's most capped player, who is at sea in HMS Ark Royal.

NAVY SQUAD

The squad is: APP A. Howard (Collingwood;, APP Adams (Sultan), Cpl Bugler J. O'Connell, MNE P. Kay, MNE J. Rich (all CTCRM), LMA A. Grace (Hasler), LAEM P. Rogers (Heron), LSA P. Footit (Defiance), LPT R. McCarthy (Dolphin), MNE S. Whitehouse, Lieut.-Cdr. A. McLinsky (both Cdo Log Reg), Cpl T. Lowe, MNE R. Wilson (both RM Poole), LPT F. Pickering (Warrior), WEM S. Johnson (Dryad), LPT J. Stewart (Plymouth), MEM M. Smy (Osprey), MNE A. Wright (42 Cdo) and APP S. Sinclaire (Sultan).

Results of the trial matches were: Sussex Intermediate 1, RN(A) 5; RN 2, Cambridge University 0; RN(A) 6, Cambridge University Falcons 0; Oxford University 0, RN 1.

MNE John Rich and LPT Fred Pickering scored in Navy goals in their 2—1 win over the Universities Athletic Union, the first full representative match of the season.

Kevin Maddock, who scored goals regularly for the Royal Navy and Combined Services, is now scoring them for Dutch second division team Willem II, who are fifth in the table.

SOUTHAMPTON

MNE John Rich bundled his way through three defenders to score the second goal for Combined Services in their determined 2—0 win over a talented young Southampton FC XI at Aldershot on November 5.

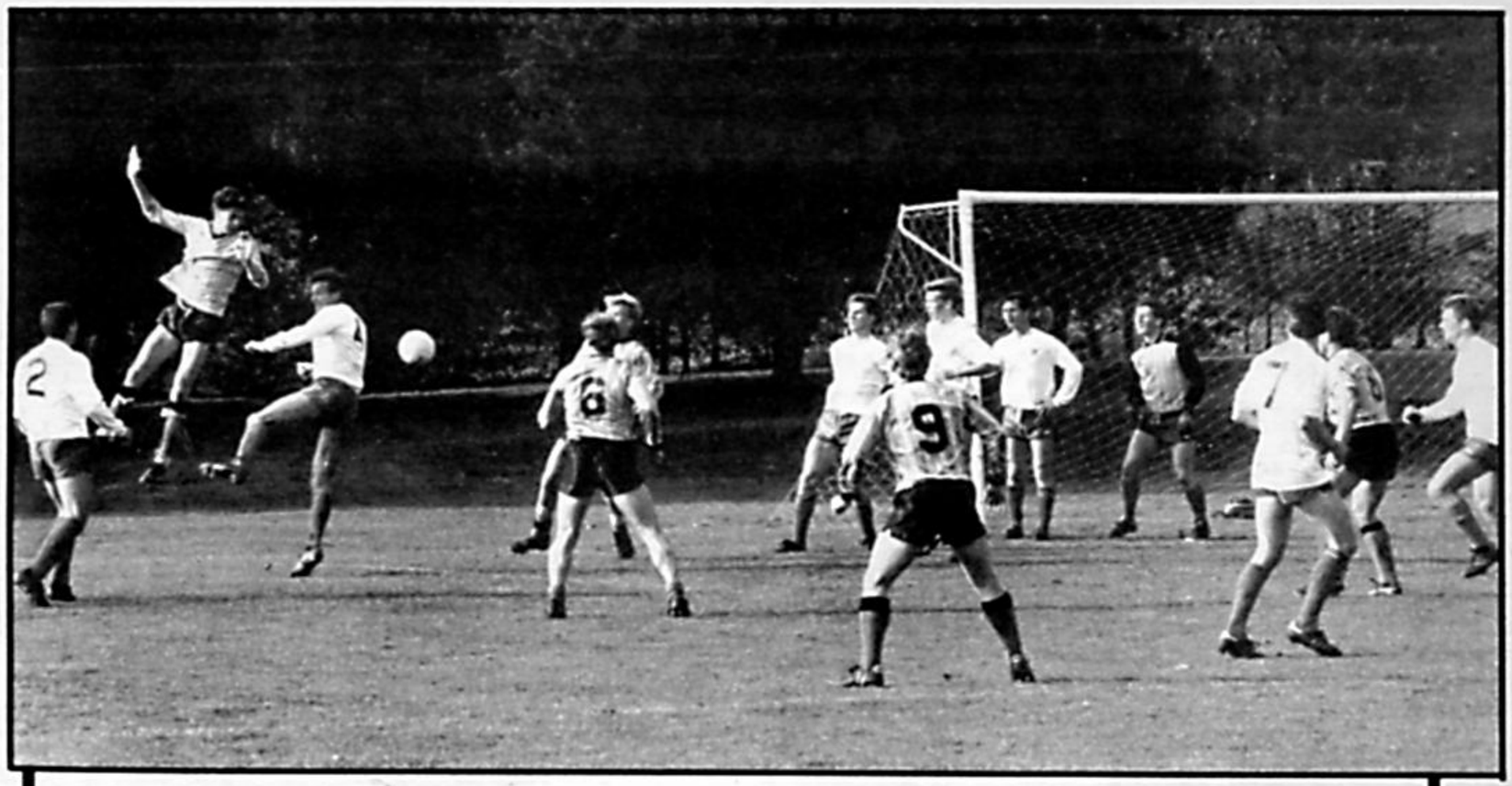
Earlier, Cpl. Tiv Lowe, also of the Royal Marines, hit the crossbar with a header. The side was skippered by Cpl. Bugler John O'Connell, and included LPT Mac McCarthy.

Combined Services are due to meet another Football League club, Wimbledon, at Aldershot on December 4 (1930 kick-off), and a fortnight later, on December 18, take on the Belgian Armed Forces in the opening match of their Kentish Cup challenge, last won by the British team in 1984.

The Kentish Cup, which also involves the French Armed Forces, is recognised by FIFA and is believed to be the oldest of all European cup competitions.

Happy Heron

HMS HERON won the 1985 Naval Air Command soccer festival at HMS Daedalus by defeating Osprey 1—0, Gannet 6—1, Daedalus 1—0 and Seahawk 3—0.



AB Scott heads the ball on for the lurking POPT Tommy Johnson (No 8) to smash home one of the two superb goals he scored in the Fleet's 4—1 victory over Portsmouth in the final of the inter-command championships.

Barrage of goals earns Fleet an historic win

It was Fleet's third four-goal tally in the tournament, after disposing of Plymouth 4—1 and Naval Air Command by the same margin. Air beat Scotland 4—2 in the quarter-finals, and Portsmouth beat the defending champions, the Royal Marines, 4—3 in their semi-final.

Fleet's success was memorable in that it was the first such win for a Fleet team in nearly 50 years, and only the third in the long history of the competition. The only other occasions on which seagoing teams have won the prestigious trophy were in 1938 when the Home Fleet beat mighty Nore Command 2—1 at Fratton Park, and in 1926 when the Atlantic Fleet beat Portsmouth Command, also 2—1 at Fratton Park.

Until 1946 the competition was known as the Inter-Port Cup.

Marathon men retain trophy

ROYAL NAVY runners once again did themselves and their Service proud in the tenth annual United States Marine Corps Marathon staged in Washington DC on November 3.

In almost ideal conditions the Navy retained the Victory Challenge Trophy against the US Marine Corps, although it was a desperately close thing. In a competition determined by the aggregate time of the first three finishers, the winning margin was just 15 seconds.

Best individual performance came from LMEM Mick Derrane (HMS Nelson), who sliced more than seven minutes off his best time to finish in a splendid 175th position overall (out of 10,000 starters) in 2hrs. 29min. 23sec., and picked up a trophy for the third military runner to finish. It was a particularly fine effort as Derrane has been ashore for only six months.

MNE Gordon Manderson (Comacchio Coy) finished 33rd in a personal best of 2:31.41, and the scoring was completed by team captain Lieut.-Cdr. Brian Davis (CINCFLEET), who had a disappointing run to finish 43rd in 2:33.42.

Remainder of the team packed well to finish within 15 minutes of each other. Only casualty was MNE Paul Brindley (RM Eastney), who was forced to retire at 17 miles.

OTHER AWARDS

Confirmation is still awaited from the USA concerning other awards, but it is likely that the Royal Navy have also captured the Military Open Team Trophy against athletes from the USA, Canada, France and Puerto Rico.

Team members also took part in a 10k road race on October 27 in Arlington, Virginia. The race, over a hilly course, was won by Lieut.-Cdr. Davis in 32min. 46sec., closely followed by PO George Gilbert and MNE Manderson. RN runners filled seven of the first nine places, including the first five, and team manager Sgt Woody Woodin (HMS Temeraire) finished 39th — not bad for a sprinter.

Marathon positions were: 1, CPO T. Bernard (US Coast Guard) 2:19.16; 17 LMEM Derrane; 33, MNE Manderson; 43, Lieut.-Cdr. Davis; 49, CPOMA J. Parr (HQ Cdo Forces) 2:34.20; 57, POAEM G. Gilbert (Osprey) 2:35.53; 64, Lieut.-Cdr. A. Rich (FOST) 2:36.26; 122, MNE R. Foster (40 Cdo) 2:42.07.

Rugby

Culdrose in line for cup record

CULDROSE are bidding to become the first established rugby team ever to win the Navy Cup for two years running. They reached their second successive final by beating RM Condor 9—7.

In the final at the Rectory on December 4 they are due to meet HMS Collingwood, who scored three tries in the last 15 minutes of their tie against neighbouring HMS Sultan. Held 8—6 at the interval, Collingwood ran out 22—6 winners.

There were several close-fought games in the final stages of the Navy Cup competition, although HMS Collingwood ran riot against neighbouring HMS Dolphin. The submariners went down without trace, beaten 47—3.

AREA FINALS

Culdrose defeated BRNC Dartmouth 16—3 in their area final, while Condor accounted for HMS Neptune 19—6 in the Scotland eliminator.

New Zealand Combined Services looked more than a bit useful in defeating the Army 37—6, and were sure to provide some fireworks for the Royal Navy at Burnaby Road on November 27 (1430).

Navy representative fixtures take the Navy to the Rectory against Cornwall on December 11 (1915) and to Surbiton against Combined London Old Boys on December 18 (1430).

Fixtures

DECEMBER

30 Nov-1 Dec — Basketball: Inter-Command championships (HMS Dolphin).
1 Dec — Hockey: RNWHA v Kent III (Away); Rugby: RN Colts v Northampton (Away); Football: RN Youth v Fareham Town FC (Portsmouth).
3 Dec — Football: RN v Football League Club (Aldershot).
4 Dec — Football: RN v London University (London).
7 Dec — Football: RN v FA Youth Cup, Round 2; Badminton: RNWBA v Isle of Wight (Isle of Wight); Squash: RNWSRA v Civil Service.
7-8 Dec — Judo: BJA national trials (Crystal Palace).
8 Dec — Hockey: RNWHA v Henley (Portsmouth); Squash: RNWSRA v Portsmouth SC.
11 Dec — Football: RN v English Fire Brigade (Portsmouth); Rugby: RN v Cornwall (Rectory).
15 Dec — Hockey: RNWHA v Surrey Under 21 (Portsmouth).
18 Dec — Rugby: RN v Combined London OB (Surbiton); Football: RN v Belgium Armed Forces (Brussels).
19 Dec — Football: RN v Portsmouth FC (Portsmouth).

JANUARY

5 Jan — Hockey: RNU21 v Havant (Havant).

Netball squad formed

AN RN (Women's) netball squad was chosen after trials in HMS Dolphin in October, and tested themselves with a fixture against Swathling, one of the strongest clubs in the south.

Swathling's teamwork and experience brought them a 66-41 victory, a scoreline narrow enough to reflect great credit on the untried Wrens' outfit.

The squad to represent the Navy this winter under player-coach LWren Joyce Walden is RPO Wren Di Lenton, LWrens Helen O'Sullivan, Donna Stearness, Julie Spinks, Claire Paull, Pauline Last, LRGN Tara Henderson, Wrens Jackie Hodgkinson, Di Taylor, Wendy Carmichael, Elaine Reynolds, Dawn Bessie, Trisha Hynd, Di Stanaway and Cathy Hollis.

Refs on course

THIRTY-SIX members of the RNFA Referees' Society met in HMS Centurion for their annual refresher course. The afternoon session was led by Wimbledon manager Dave Bassett, who spoke of the difficulties encountered by referees and professional soccer players.

Potential referees should contact: Portsmouth — CPO John Oliver (Haslar 2538) or CPO Chris Pappas (HMS Cambridge 413); NAC — CPO Jan Howe (Culdrose 2316 / 2493); Scotland — Lieut. John Gordon (Neptune 6276); general — RNFARS chairman Lieut.-Cdr. G.R. Knock (Royal Arthur 203).

Run for money

A FIRST prize of £100 has been put up by Sportsman Travel for a seven-mile road race to be run at Stubbington on Sunday, January 5 in aid of the Children's Ward at RNH Haslar. Details are available from WO Rosewell in the Portsmouth Command Sports Office, HMS Nelson (ext. 24150).

SPORT

Inspired Navy too much for Loughborough

NAVY HOCKEY has had a busy few weeks, with both senior indoor and outdoor Inter-Command tournaments, progress in the Navy Cup, continuing success for United Services in the Hants-Surrey regional league, and an emphatic win for the full Navy side under new management, **writes Brian Lupton.**

Hockey

Pride of place must go to the Navy side which defeated Loughborough University 5—2. They built up a 3—0 lead in the first half through two penalties from AEM George Turnbull (Daedalus) and an open play goal scored by AEM Paddy Moffatt (Heron).

The students laid seige to the Navy goal in the second half, but were thwarted by a brilliant performance from 'keeper POMEM Steve Enticknap (Daedalus). A couple of goals by POPT Steve Richardson (Temeraire) completed an excellent start for this new Navy side under the charismatic leadership of Lieut.-Cdr. Alan Walker (Daedalus).

United Services are still undefeated in their league. After wins over Fleet and Met Police they could only draw against Woking, but a 5—3 victory over Epsom kept up their challenge. LWEA Jon Smith (Collingwood) went on as a substitute in the second half and made a bit of an impression — by scoring four goals. Sub-Lieut. Paddy Logan (Daedalus) scored in the first half.

Portsmouth once again won the indoor Inter-Commands, played on the excellent Collingwood pitch. They were clearly the best side on view, winning all their four games, although in the opening game of the tournament the Royal Marines scored the first goal after a bad mistake in the Portsmouth defence.

The Royals, with MNE Shane Lovatt (RM Poole) outstanding, beat Air 5—4 in a cracking game and drew 4—4 with Plymouth to emerge as the surprise side of the tournament. Plymouth scraped into second place thanks to narrow wins over Scotland (4—2) and Air (9—8).

As ever, LWEM Terry Spinks (Cochrane) was the sharpest forward on view and ended up as top scorer in the tournament.

OUTDOORS

Outdoors, the Royal Marines took the title and so qualify as the Service's representatives in the West section of the national club knock-out competition. The Royals drew with Plymouth but won all their other games, including an exciting 2—1 victory over Air in the final. Second-placed Air had three wins.

They lost to Fleet, who only get together for this event and who finished a creditable fourth.

NAVY CUP

In the Navy Cup quarter finals, Collingwood came from behind to beat Sultan 2—1, with Jon Smith again in the goals. In the west, RNEC Manadon beat Raleigh 3—0 thanks to two goals by Sub-Lieut. Alan Porter.

On the umpiring scene, WOMEA(H) Rick Pitts (FOSM Staff) was awarded his grade 1 star and Sub-Lieut. Ian Bryan (RNEC) his grade 1 at the Army Inter-Corps championships in October.



CROSSING swords are the captain of the Hong Kong national fencing team, Jerome Ko (left) and the captain of the Royal Navy team, Lieut. Alan Large (FO Plymouth), who met in HMS Nelson.

In brief

Fencers off to the East

THE NAVY fencing team entertained the Hong Kong national squad in HMS Nelson on October 18, winning the men's epee competition but losing the men's and women's foil.

A Navy team is almost certainly travelling to Hong Kong in February for a return match and to fence against the Combined British Forces Hong Kong team and local clubs.

Table Tennis

A close-run RN Women's table tennis championships in HMS Temeraire was won by Air and Scotland by one match from Portsmouth.

LWrens J. Turley (Daedalus) and J. Drew (FPU), and Wrens A. Wilson (Warrior), G. Bell (Seahawk), N. Clarke (Vernon) and C. Priyangani (Sultan) were selected to form a Service squad.

Squash

HMS Seahawk beat HMS Heron in an all Fleet Air Arm final to the RN Women's inter-establishment squash tournament in HMS Sultan.

Thirteen teams took part in three preliminary leagues, with HMS Vernon and HMS Neptune joining Seahawk and Heron in the semi-finals.

Fly fishing

A Navy team came third in the Inter-Service fly fishing competition on Rutland Water at the end of September. The Royal Air Force won easily with a catch of 46 trout weighing 58lb. 4oz., the Army were second with 18 trout (20lb. 7oz.), and the Navy third with 14 trout (18lb. 11oz.)

The event was sponsored by RCA (Services Division), who paid for the boats and presented tankards and prizes. Membership of the RN and RM Angling Association costs only £1 and details can be obtained from Lieut.-Cdr. M.J. Piper on MOD Main Building ext. 0902.

Free posters

Sports bulletin posters are available free of charge from Sports Bulletin, Natocars Ltd., Wylds Road, Bridgwater, Somerset TA6 4DG.

Motor cycling

A RNMCC team of six riders took part in the Royal Marines motor cycle championship trials on the MEXE ranges near Bovington, Dorset, on November 3.

The day-long, three-stage event was dominated by a very experienced team from the Royal Corps of Transport. Representing the Navy were LMEM(M) Pete Cushing, MEM(M) Betty Bettam, LMEM(L) Alfie Marks, CPOWEA John Bodsworth, LEMEA John Longden and MEA APP Richard Whitewood.

Table tennis

A combined HMS Sultan-Centurion team dominated the RN Women's inter-establishment table tennis championships in HMS Nelson last month, remaining unbeaten throughout their pool and in the final stages of the competition. HMS Osprey were second and HMS Seahawk third.

The inter-establishment badminton honours went to another combined side, Haslar-Dolphin, who beat HMS Drake in the final in HMS Daedalus. HMS Cochrane and HMS Nelson reached the semi-finals.

RM, Plymouth and Thames won the inter-group badminton tournament held in HMS Daedalus. Air and Scotland were second and Portsmouth third.

Polo pair team up in India

TWO members of the Royal Navy polo team, Lieut.-Cdr. Christopher Morgan (Submarine School, Dolphin) and Lieut. Richard Mason (Fleet Engineering Staff, Whale Island), travelled to India for three weeks in October and Novemebr to join forces in New Delhi with two players from the Indian Navy.

First test was to survive the local food and driving, before two low-goal tournaments, the Baroda Cup and the Prithi Singh Cup, enabled the visitors to get used to the heat and the quirks of some of the ponies.

Main contest was an exhibition game against the Indian Army. The combined naval team fought their way to a 2—1 lead at half time, with Cdr. Johnny Siga, IN, scoring both goals. But the Army clawed their way back and despite some valiant defence by the Navies, won the day by four goals to three. A trophy was presented by the wife of the Indian Chief of Naval Staff.

Between matches the two British players were able to visit the Taj Mahal at Agra, Jaipur, and the beautiful house boats in Kashmir, and pave the way for further exchanges.

BAWTREE STILL TOP VETERAN

CDR. Robin Bawtree (FO Plymouth's staff) kept the Navy colours flying in defending his veterans title at the Combined Services individual squash championships at Waverley SC, Farnham, on November 17.

Squash

In the final Bawtree defeated Capt. Robin Broad (Army), who had got the better of their encounter at the Inter-Services tournament. There were no other naval deeds of note in the individual tournament, which was sponsored by Natocars Ltd.

Of some significance was the defeat of Capt. Robby Robinson (Army), an unusual occurrence in Service squash, in the open competition by Cpl Dave Clarke RAF. Robinson has dominated the tournament since its inception two years ago.

CPO Stewart Walters (HMS Sultan) was selected for the Combined Services team which played Escorts at Waverley on November 18.

PORTSMOUTH

Portsmouth convincingly beat Naval Air Command 5—0 in the Inter-Command squash team championships held in HMS Daedalus and HMS Sultan on November 1 and 2, thereby breaking a two-year monopoly on the event by Air.

In the preliminary leagues, Portsmouth beat both Plymouth and the Royal Marines 5—0, while Air defeated Fleet and Scotland by the same margin. That meant Portsmouth and Air would contest the final for the fourth year in succession.

Before the final, fifth and sixth places were settled when the Royal Marines beat Scotland 4—1, and Plymouth beat Fleet 4—1 for the third and fourth places.

Only two matches in the final stretched to more than three games, third string CPOPT Nobby Hall (Portsmouth) overcoming Lieut. John Troon (Air) 3—2, and fifth string CPO Robin Young beating Air's LAEM Ginge Farmer 3—1.

Four teams took part in the Under-25 competition in its second year. There was a high standard of play at both venues, HMS Collingwood and HMS Sultan, a promising sign for the future of Navy squash.

Portsmouth won the competition for the second time, with Fleet second, Royal Marines third and Plymouth fourth.

A POINT TO NOTTINGHAM

Golf

A TEAM of four golfers from HMS Nottingham won the 1985 Fleet championship by one point from HMS Mercury in a hotly contested competition at Southwick Park.

Twenty-four ship and shore establishment teams took part in an event which usually sees the ship sides trailing some way behind the shore-based players. Undaunted, the Nottingham produced a winning team effort, with their captain, LS Andy Thompson, coming a very creditable second in the individual competition.

Others in the Nottingham team were CPO Murray Silcock, RO Mark Lester and CK Tommo Thomson.

Two on NABC trail

TWO newcomers to Royal Navy boxing have reached the national quarter-finals of the NABC competition. SEA Quenton Shillingford (HMS Raleigh) and SEA Dale Randall (HMS Dolphin). Both got through on walk-overs in their final area eliminators.

Now Shillingford, a classical lightweight, and Randall, a natural flyweight, go forward to the quarter-finals at Peterborough on November 30, where they were due to come up against the country's best under-19 boxers.

WEM Harry Redden (HMS Manchester), who won the Hampshire NABC title, was unable to travel to Milton Keynes for the Southern Area eliminators because he had no coaching support. Meanwhile there has still been no appointment of a boxing coach to lead the Navy's New Year assault on Inter-Service, Combined Service and ABA honours.

Boxing

The three-day rule scuppered the Navy's chances of taking an under-19 team to Dereham for their annual fixture against Eastern Counties. With the RN novice championships taking place just before the Dereham event, there was no chance of the Navy fielding a squad based on their new novice champions.

Nevertheless, the fixture took place and produced a well-contested 3—3 match result.

MNE Dave Robb, the Navy lightweight champion, had his first outing of the season and boxed his way convincingly to a points decision over Eastern champion D. Augustine. Robb never allowed himself to be drawn into a scrap by his strong opponent, and countered with stinging combinations to frustrate Augustine's attacks.

LMEM(M) John Fletcher (Defiance) showed more promise and determination in overwhelming Dereham's highly-rated A. Kerrison. Fletcher took a round to warm to his task but then pursued his man relentlessly, doubling Kerrison's work rate to get the judges' nod.

LMEM(M) Eamon McCrory (Sultan) was involved in a very close contest with J. Cissell of Dereham ABC, who after two even rounds was disqualified in the third for persistently spitting out his gumshield.

Of the Navy losers, AEM John Yendall gave a brave performance against T. Murphy, boxing well enough to take the first round before losing on points. His grit and determination earned him full marks, particularly as he ended the contest with a fractured hand.

MEM(L) Steve Forrest (Galatea) was pulled up by the referee in his second round, and MNE Scouse Hilliard (Centurion) in his first to prevent further punishment.

First experience of civilian opposition for many of the novice champions was due to be against Western Counties at Shepton Mallett on November 22.

RN NOVICE CHAMPIONSHIPS

Light-fly — RO Cameron (Scot) **walk-over**; **bantam** — RCT D. Munday (RM) bt MEM Brookes (Scot) ftbc 1; **feather** — RO P. Brooks (Ply) bt LMEA Fortt (Ports) ftbc 3; **light** — RCT A. Galpin (RM) bt MEM Dodds (Scot) rsc 2; **light-welter** — WEM S. Mitchell (Ports) bt POWEM Walker (Scot) rsc 2; **welter** — MNE M. Jones (RM) bt AEW Sutcliffe (NAC) pts u.

Light-middle — LWEM D. Daley (Ply) bt MNE A. Davidson (RM) rsc 1; **middle** — MNE P. Norris (RM) bt SEA P. Coleman (Ply) pts u; **light-heavy** — MNE A. Dudley (RM) bt MNE J. Ferrand (RM) rsc 2; **heavy** — LBDR G. Morgan (RM) bt CPOMEA M. Wood (Ply) pts m; **super-heavy** — MNE J. Connolly (RM) bt MNE M. Ramson (RM) pts m.

Team positions — 1, RM; 2, Scotland; 3, Plymouth; 4, Portsmouth; 5, Air.

BONUS

From front page

will be nominated, but there will be an opportunity for the individual whose work or family commitments clash to request a change. The letters will give about 10 weeks' notice.

There will be 34 nominated locations of Service establishments or units — 21 Navy and 13 Army. To minimise disruption to the units chosen, the reporting routine will be conducted in a custom-built container vehicle big enough to carry out clerical and kit checks.

The new system will apply to all current and future RFR ratings, except those with less than a year to serve in the Reserve from April 1 next year, and those exempted from recall. These exemptions include people in occupations like Police, Fire Service or Merchant Navy.

POSTAL CHECKS

For economy reasons, reservists living in Northern Ireland, the Irish Republic, Isle of Man, Scilly Isles and Scottish Isles will not be summoned to attend in person, but will carry out a series of postal checks initiated by the Registrar of Reserves in HMS Centurion. On completion, they will be sent their annual bounty.

Those attending the reporting centre will be paid their annual bounty directly on completion of the routine — cheque in hand of £100 or £80 (special and ordinary class respectively), less deduction at standard rate of income tax. There will also be reasonable travelling expenses.

This is a big boost over the present postal bounty, which varies between £25 and £12 a year.

A team of five ratings — a CPO, POSA and three leading rates — will operate the scheme, led by WO Buck Taylor, who has been involved over the past year in developing the new procedures.



NIPPED IN THE BUD!

MANY good projects have blossomed because of a spot of financial fertiliser from the Sailors' Fund. But in deep November its Grants Committee members were slightly taken aback at being asked to help buy baskets of flowers — artificial ones — to brighten the meal-times of shore-based young sailors.

With a hint of suppressed mirth, the meeting heard how HMS Sultan hoped to spend £1,639 on these artifical flowers and plants "providing a more relaxed atmosphere for the junior rates to dine in."

'Barn-like'

But the matter was taken more seriously when it was explained that the large new hall was a "bit barn-like." Although broken up by screens, there was nothing to relieve the ceiling voids and large areas of plain walls. Said an advocate, "The lads see enough of four walls at sea and want to see something different."

The proposed remedy — 20 hanging baskets on pillars, three wall displays and three extra large macrame baskets. Cash aid totalling £1,139 was sought.

But the virtually unanimous view was that the Sailors' Fund wasn't the right source for the cash, and it was suggested Sultan try a bit more self help perhaps with the aid of cash-raising Space Invader or soft drinks machines.

And so, after more discussion, the bid failed. A week later there was a second chance when the "let's brighten the dining hall" plea appeared on the agenda of the Fleet Amenities Fund. But again it got the thumbs down.

For most other applications there was help — some of it substantial. This included aid from both funds for further modernisation at the Royal Fleet Club, Devonport, and the Royal Sailors' Home Club, Portsmouth.

Grants list and report will appear in our January edition.

Hermes up for sale

IN ANSWER to a Lords question about the possibility of HMS Hermes becoming part of a museum project, it was stated for the Government that, while no longer required by the Royal Navy, the Hermes had many years of life ahead and was being offered for sale abroad for further service.

It is understood that a number of countries have expressed interest.

Field gun B teams to go?

NUMBERS of men involved in the Royal Navy's field gun competition are being reviewed in the continuing scrutiny of manpower levels, and there may be some cutback in the years 1986 and 1987.

But, even if changes are made, the plan is to preserve the spectacle of the contest at the Royal Tournament. Although no final decision has been made — it may be taken before Christmas — some change now seems likely. One of several options is that the B teams (three teams of 18 each) would disappear and, instead, each A team would have nine reserves.

As well as the importance of the public spectacle, the safety aspect is being kept closely in mind in the review with the need to ensure that the hazards inherent in this toughest of competitions are not increased.

PUBLIC RUNS

Should the B teams go, it would also entail a new arrangement for public runs before the tournament. A possibility is runs at that stage between the rival commands.

The continuing popularity of the field gun, both in naval circles and among the general public, is well appreciated by those conducting the review.

The main competitions revolve around the A teams and, should the final decision be to drop the B teams, it would not be for the first time in recent years. They disappeared in 1982 because of manpower needs created by the Falklands War.

Meanwhile, one field of spectacle where manpower constraints have now bitten is the RN Display Team, just about to disappear following the unpalatable decision that savings would have to be made.

Enter the Brave

DUE TO BE accepted into service early next year, HMS Brave has been on contractors' sea trials in the Firth of Clyde.

Third and largest of the Batch 2 (stretched) Type 22 frigates, the Brave has been built by Yarrows at Scotstoun. She is the first ship to be fitted with the Rolls-Royce Spey engine for main propulsion and the new lightweight Seawolf missile system.

During trials the ship was crewed by Yarrows' personnel and a small number of the Brave's ship's company. Between them they raised £324 by various events for the Princess Louise Scottish Hospital for disabled ex-Servicemen.

1986

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INVINCIBLE'S LISBON INTERLUDE



THE lights of Lisbon glow around HMS Invincible as the carrier takes a break during busy exercises. These included Exercise Autumn Train, involving many Royal Navy ships — among them sister ship HMS Illustrious — and many RN and RAF aircraft. See report and pictures on Page 13. In Lisbon the weather proved sunny, in contrast to the gales of the Bay of Biscay. Later the ship visited Gibraltar.

Published by Navy News, H.M.S. Nelson, Portsmouth, and printed by Portsmouth & Sunderland Newspapers plc, The News Centre, Hilsea, Portsmouth PO2 9SX.